



CHANGE }
No. 1 }

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D. C., 18 March 1969

**Operator, Organizational, Direct and General
Support, and Depot Maintenance Manual**

**AIR CONDITIONER: BASE MOUNTED, AIR COOLED,
208 VOLT, 3 PHASE, 60 CYCLE, AC,
SINGLE PACKAGE, 36,000 BTU/HR
YORK CORPORATION MODEL MA 3-F23A
FSN 4120-926-1116
THERM AIR MFG. CO. MODEL CB-36-08-3-60
FSN 4120-935-5348**

TM 5-4120-259-15, 17 October 1967, is changed as follows:

Cover is changed as shown above.

Page 1. Paragraph 3a is superseded as follows:

a. General. The York Model MA 3-F23A and Therm-Air Model CB-36-08-3-60 air conditioners (fig. 1, 2, 3, and 4) are single package, base mounting units designed primarily for use in van-type enclosures for providing filtered, conditioned air for efficient operation of electronic equipment and the comfort of personnel. The units are designed for continuous operation with varying loads.

Page 3. Paragraph title 4b, is changed as follows:

b. Tabulated Data (York Model MA 3-F23A).

Page 4. Paragraph 4b.1 is added after paragraph 4b.

b.1 Tabulated Data (Therm-Air Model CB-36-08-3-60).

(1) Corps of Engineers Identification Plate A.

Nomenclature.....	Air Conditioner: Van Type. 36,000 BTU/HR. standard weight. 60 cycles, 3 phase. 208 volts.
Manufacturer.....	Therm-Air Mfg. Co., Inc.
Model.....	CB-36-08-3-60
Type.....	Vapor-Compression
Refrigerant	Refrigerant — 22
Capacity.	36,000 BTU/HR

(2) Compressor — motor assembly.

Manufacturer.....	Carrier Corporation
Model.....	6A38M-109
Type.....	6A
Lubrication.....	VV-L-825, Type IV
RPM.....	1750
Maximum Dis- charge.....	700 PSIG

(3) **Evaporator fan motor.**
 Manufacturer..... Welco Industries
 Model..... 6315-4
 Volts..... 208
 Phase..... 3
 Temp. Rise..... 55°C
 RPM..... 1725
 Duty..... Continuous
 Cycles..... 60
 Amps (amperes)..... 1.6
 Horsepower..... 1/3
 Code..... Z

(4) Condenser fan motor.

Manufacturer..... Welco Industries
 Model..... 8020-3
 Frame..... 182
 Class..... H Insulation
 Phase..... 3
 Horsepower..... 1.5
 Volts..... 208
 RPM..... 1740
 Cycles..... 60
 Amps..... 4.7
 Code..... Z
 Temp. Rise..... 85°C
 Duty..... Continuous

(5) Thermostat.

Manufacturer..... Honeywell
 Model..... T473C1050

(6) Capacities.

Refrigerant 22
 Charge 13 lb 8 oz
 Compressor Oil
 Charge..... 5 pt VV-L-825, Type IV

(7) Dimensions and weight (fig. 1).

Length (depth)..... 36.75
 Height..... 27.88
 Width..... 42.19
 Shipping Weight
 (Crated)..... 632 lbs.

(8) Base plan. See figure 6.

(9) Wiring diagram. See figure 5.1.

(10) Refrigerant flow diagram. See figure 27.1.

Page 5. Paragraph 5 is superseded as follows:

5. Differences in Models

This manual covers the York Model MA 3-F23A and Therm-Air Model CB-36-08-3-60 air conditioners. Differences exist between the models in respect to location of various refrigerant components such as the expansion valve and filter drier. In addition, various electrical components, such as the thermal delay relay, are of a different manufacture. Wiring diagrams and piping schematics are included for both models as shown by figures 5, 5.1, 27, and 27.1. Those differences that exist will be so indicated in this manual.

After paragraph 5 change figure caption to read as follows:

Figure 5. Wiring diagram (York Model MA 3-F23A).

After figure 5 add figure 5.1.

Figure 5.1 Wiring diagram (Therm-Air Mdl CB-36-08-3-60)

(Located in back of manual)

Page 14. Paragraph 34 is superseded as follows:

34. Compressor Starts but Fan Motor(s) Will Not Run

<i>Probable cause</i>	<i>Possible remedy</i>
Control switch or motor defective	Check fans to make sure they turn freely by hand. Check wiring and terminals for loose connections. Check control switch continuity with multi-meter (York Model MA 3-F23A fig. 5) (Therm-Air Model CB-36-08-3-60 fig. 5.1). If switch is not defective check motor (para 57 and 58) and remove and service if necessary.

Paragraph 35 is superseded as follows:

**YORK CORPORATION
MODEL MA 3-F23A**

35. Both Fan Motors Run — Compressor Motor Will Not Start (Selector Switch on COOL)

<i>Probable cause</i>	<i>Possible remedy</i>
High pressure cut-out or compressor thermal protector open.	If both fan motors operate but the compressor motor does not run, check the high pressure cut-out. This cut-out is a manual reset type. Check the compressor thermal protector for continuity (York Model MA 3-F23A fig. 5) (Therm-Air Model CB-36-08-3-60 fig. 5.1). If the motor has cut-out on the above safety devices, determine and correct the cause.
Open circuit....	Apply multimeter to compressor motor terminals (wiring diagram York Model MA 3-F23A fig. 5). (Wiring Diagram Therm-Air Model CB-36-08-3-60 fig. 5.1).

Page 15. Paragraph 38 is superseded as follows:

38. Fan Motor and Compressor Will Not Run

<i>Probable cause</i>	<i>Possible remedy</i>
Defective power outlets, broken wire or loose terminal connection, or faulty power switch.	Check the power switch circuits (York Model MA 3-F23A fig. 5) (Therm-Air Model CB-36-08-3-60 fig. 5.1) and make necessary repairs.

Page 17. In figure 10, at top center of illustration delete the following:

**YORK CORPORATION
MODEL MA 3-F23A**

Page 19. In figure 11, at tip center of illustration delete the following:

Page 26. In paragraph 62, subparagraph *b* is superseded as follows:

b. Removal and Installation (York Model MA 3-F23A). Remove and install the circuit breaker as shown by figure 20.

In paragraph 62, subparagraph *c* is added after subparagraph *b*.

c. Removal and installation (Therm-Air Model CB-36-08-3-60). Remove and install the circuit breaker as shown by figure 20.1.

In paragraph 63, subparagraph *b* is superseded as follows:

b. Removal and Installation (York Model MA 3-F23A). Remove and install the contactors and relay as shown by figure 20.

In paragraph 63, paragraph *b.1* is added after paragraph *b*.

b.1. Removal and Installation (Therm-Air Model CB-36-08-3-60). Remove and install the contactors and relay as shown by figure 20.1.

In paragraph 63, paragraph *d* is superseded as follows:

d. Thermal Delay Switch Adjustment. Make timing adjustment (York Model MA 3-F23A) as shown by figure 23, (Therm-Air model CB-36-08-3-60) as shown by figure 23.1.

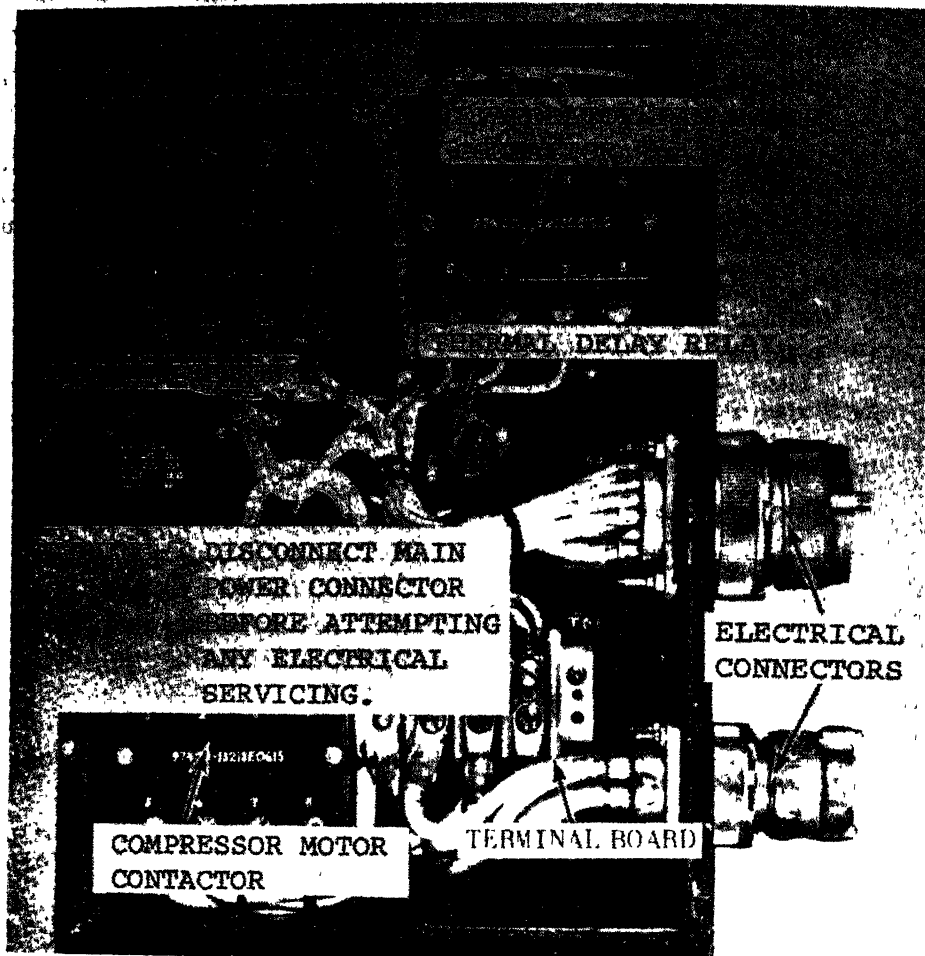
Paragraph 64 is superseded as follows:

64. Terminal Board

a. Removal and Installation (York Model MA 3-F23A). Remove and install the terminal board as shown by figure 20.

b. Removal and Installation (Therm-Air Model CB-36-08-3-60). Remove and install the terminal board as shown by figure 20.1.

Page 32. After figure 20 add figure 20.1
as follows:

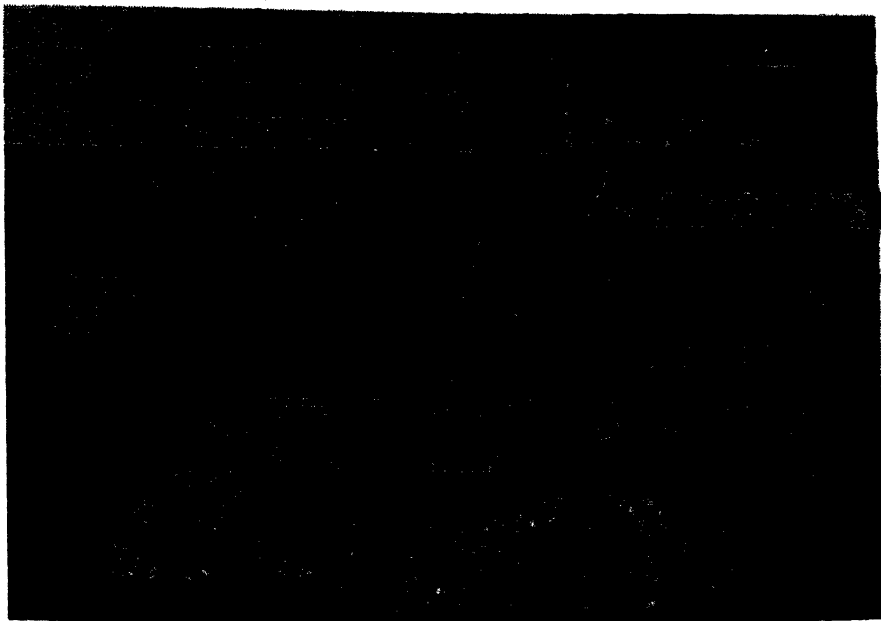


- STEP 1. REMOVE JUNCTION BOX (FIG. 19).
- STEP 2. DISCONNECT 2 ELECTRICAL CONNECTORS.
- STEP 3. TAG AND DISCONNECT ELECTRICAL LEADS AND REMOVE MOUNTING HARDWARE AS NECESSARY.

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Fig 20.1. Junction box components, removal and installation. (Therm-Air Model CB-36-08-3-60).

IS FOLLOWS:



- STEP 1. REMOVE ELECTRICAL JUNCTION BOX (FIG. 19).
- STEP 2. CONNECT MAIN POWER CONNECTOR.
- STEP 3. TURN ROTARY CONTROL SWITCH TO COOL AND NOTE TIME LAPSE BETWEEN STARTING OF CONDENSER FAN AND STARTING OF COMPRESSOR. (PROPER TIME LAPSE IS FROM 5 TO 15 SECONDS.)
- STEP 4. IF TIME LAPSE IS LESS THAN 5 SECONDS, TURN TIME DELAY ADJUSTING SCREW COUNTERCLOCKWISE 2 OR 3 TURNS, PRESS HEAD OF SCREW FIRMLY DOWNWARD FORCING ADJUSTING LEVER CLOSE TO DIAPHRAGM WHICH SETS TIMING AT EXTREME HIGH END OF THE RANGE. THEN TURN TIMING FOR DESIRED POINT.
- NOTE: SLIGHT READJUSTMENT. TO INCREASE TIME LAPSE SLIGHTLY, TURN ADJUSTING SCREW COUNTERCLOCKWISE A LITTLE.
- STEP 5. WAIT 3 MINUTES AND REPEAT STEP 3. IF TIME LAPSE IS MORE THAN 15 SECONDS, TURN ADJUSTING SCREW ONE TURN CLOCKWISE.
- STEP 6. WAIT 3 MINUTES AND REPEAT STEP 3. CONTINUE ADJUSTING UNTIL PROPER TIME LAPSE IS REACHED.
- STEP 7. UNPLUG CONNECTOR AND INSTALL ELECTRICAL JUNCTION BOX (FIG. 19).

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Figure 23.1. Thermal Delay Switch Adjustment (Therm-Air Model CB-36-08-3-60).

Page 39. Paragraph 72 is superseded as follows:

72. Tabulated Data

This paragraph contains all the overhaul data pertinent to direct and general support and depot maintenance personnel. Refer to (York Model MA 3-F23A) figure 5, (Therm-Air Model CB-36-08-3-60) figure 5.1 for wiring diagram of the air conditioning unit, and to (York Model MA 3-F23A) figure 27 of (Therm-Air Model CB-36-08-3-60) figure 27.1 for the unit flow diagram.

After figure 27 add figure 27.1 as follows:

Figure 27.1. Refrigerant flow diagram (Therm-Air Mdl CB-36-08-3-60)

(Located in back of manual)

Page 42. Paragraph 89 is superseded as follows:

89. Dehydrator

a. Removal and Installation (York Model MA 3-F23A). Remove and install the dehydrator as shown by figure 34.

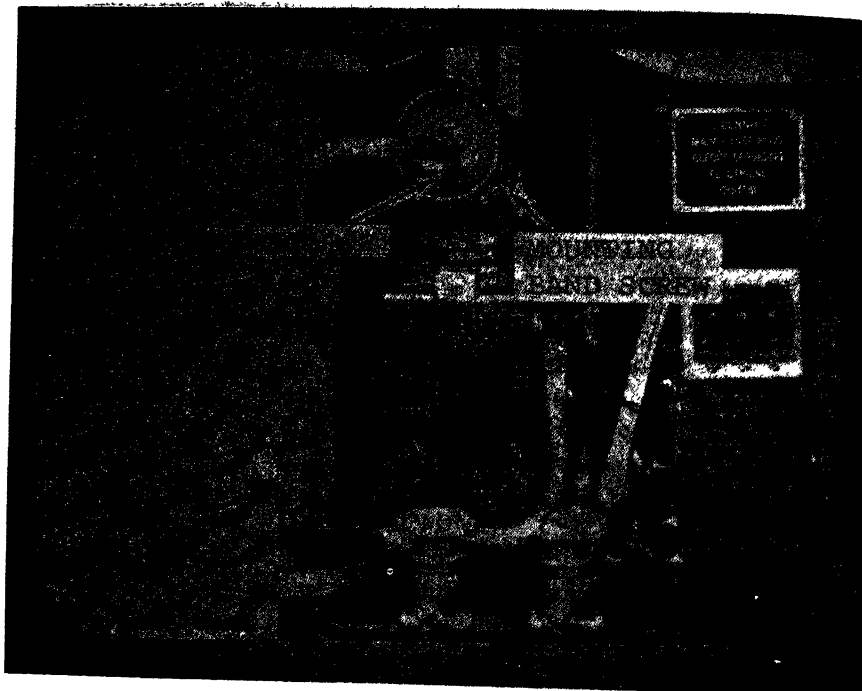
b. Removal and Installation (Therm-Air Model CB-36-08-3-60). Remove and install the dehydrator as shown by figure 34.1.

After paragraph 91, add paragraph 91.1.

91.1. Suction Pressure Regulating Valve

The suction pressure regulating valve limits pressure at the compressor motor when the unit is operating in the hot gas bypass cycle. For removal, installation and adjustment see figure 36.1.

Page 49. After figure 34 add figure 34.1 as follows:

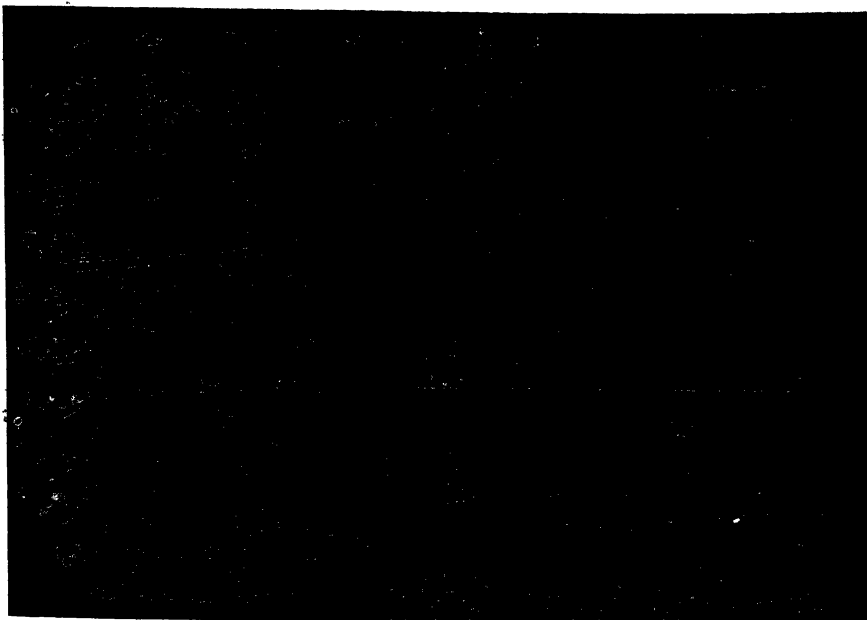


- STEP 1. REMOVE ACCESS PANEL (LEFT SIDE) AS SHOWN BY FIGURE 13.
 - STEP 2. DISCHARGE THE SYSTEM AS DESCRIBED IN PARAGRAPH 94.
 - STEP 3. OBSERVING INSTRUCTIONS IN PARAGRAPH 96, UNBRAZE TUBING CONNECTIONS.
 - STEP 4. REMOVE MOUNTING BAND FROM DEHYDRATOR AND REMOVE DEHYDRATOR FROM UNIT.
- INSTALL DEHYDRATOR IN REVERSE ORDER OF REMOVAL.

Figure 34.1. Dehydrator removal and installation

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Page 51. After figure 36, add figure 36.1
as follows:



- STEP 1. REMOVE LEFT SIDE PANEL OF UNIT (FIG. 13).
- STEP 2. DISCHARGE REFRIGERANT (PAR. 94).
- STEP 3. OBSERVE PARAGRAPH 96, UNBRAZE JOINTS OF VALVE AND REMOVE.
- INSTALL VALVE IN REVERSE ORDER AND CHARGE SYSTEM (PAR. 97).
- ADJUST VALVE BY THE FOLLOWING STEPS:
- STEP 1. CONNECT CHARGING LINE FROM SUCTION SERVICE VALVE TO SUCTION PRESSURE GAUGE AFTER FIRST EXPELLING ANY TRAPPED AIR IN THE LINE.
- STEP 2. ADJUST THERMOSTAT (FIG. 18) TO SETTING HIGHER THAN AMBIENT TEMPERATURE. (THIS WILL CLOSE THE SOLENOID VALVE CAUSING UNIT TO OPERATE IN HOT GAS BYPASS CYCLE.)
- STEP 3. OPERATE UNIT IN COOLING POSITION AND OBSERVE SUCTION PRESSURE GAUGE. (AFTER A SHORT PERIOD OF OPERATION THE SUCTION PRESSURE WILL DECREASE TO INDICATE A CONSTANT PRESSURE OF 55 PSIG FOR A PROPERLY ADJUSTED VALVE. IF THIS PRESSURE IS NOT INDICATED, CONTINUE WITH THE FOLLOWING STEPS.)
- STEP 4. REMOVE ADJUSTING STEM CAP ON VALVE.
- STEP 5. TURN ADJUSTING STEM CLOCKWISE TO INCREASE PRESSURE OR COUNTER CLOCKWISE TO DECREASE PRESSURE UNTIL 55 PSIG IS INDICATED ON THE SUCTION PRESSURE GAUGE. (ALLOW SYSTEM ADEQUATE OPERATING TIME TO ESTABLISH AND MAINTAIN PROPER VALVE SETTING.)
- STEP 6. STOP UNIT, CLOSE SUCTION SERVICE VALVE, AND DISCONNECT CHARGING LINE.
- STEP 7. READJUST THERMOSTAT (FIG. 18) TO DESIRED POSITION.

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Figure 36.1. Suction pressure regulating valve, removal and installation (Therm-Air Model CB-36-08-3-60).

Page 53. Paragraph 92, first sentence is changed as follows:

Refer to refrigerant flow diagram (York Model MA 3-F23A) figure 27, (Therm-Air Model CB-36 (3-3-60), figure 27.1.

Page 62. Section II delete the following:

For: Model MA 3-F23A

By Order of the Secretary of the Army:

Official:

KENNETH G. WICKHAM
Major General, United States Army,
The Adjutant General

Page 63. Section II (cont.) delete the following:

For: Model MA 3-F23A

Page 66. Basic Issue Items Section II is changed as follows:

Under Maintenance column, change "O" to "C", delete lines 3 and 4.

W. C. WESTMORELAND,
General, United States Army,
Chief of Staff.

Distribution:

To be distributed in accordance with DA Form 12-25, Section III, (qty rqr block No. 554) organizational maintenance requirements for Air Conditioners, 36,000 BTU, Floor Mounting.

TM 5-4120-259-15

C 2

Change

No. 2

HEADQUARTERS
DEPARTMENT OF THE ARMY
Washington, D.C. 1 June 1970

**Operator, Organizational, Direct and General Support
and Depot Maintenance Manual**

**AIR CONDITIONER; BASE MOUNTED; AIR COOLED; 208-VOLT, 3-PHASE,
60-HERTZ, AC; SINGLE PACKAGE; 36,000 BTU/HR (YORK CORPORATION
MODEL MA 3-F23A) FSN 4120-926-1116; THERM AIR MFG. CO. MODEL
CB-36-08-3-60 FSN 4120-935-5348**

TM 5-4120-259-15, 17 October 1967, is changed as follows:

Throughout the manual "cycle" is changed to read "hertz".

Pages 14 and 15. Paragraphs 34, 35, 36, 37, 38, and 39, add to *Probable Cause*: Defective motor contactors. Add to *Possible Remedy*: Test, clean, or replace motor contactors (para 63).

Page 16. Paragraph 48. The first line in *Probable Cause* and *Possible Remedy* columns is superseded as follows:

Heavy accumulation of rust on armature or coil.	Clean motor contactors (para 63).
---	--------------------------------------

Page 26. Paragraph 63c is superseded as follows:

c. *Contactors Disassembly and Cleaning.* Remove electrical junction box (fig. 19). Disassemble contactor as shown in figures 21 and 22. Remove rust from armature and stator with an abrasive cloth or paper.

NOTE

Do not burr or deform armature and stator metal mating surfaces. Total metal abutment of these surfaces is necessary for proper contactor operation.

Page 33. Figure 21, the figure title is changed to read *Motor contactor disassembly*.

Below the figure add the following note:

NOTE

Contactors can be disassembled without disconnecting the wiring as follows:

- (1) Remove contactor cover.
- (2) Remove contactor mounting plate.
- (3) Lift out stator and coil. Separate stator from coil and remove two springs.
- (4) Remove four securing rings, springs, and movable contacts.

(5) Lift out armature and movable contact carriers. Separate armature from frame.

Page 62. Section II after group 4000 add:

4006—Master Control Assembly

Motor Contactors, Column A, add O, Column G, add O

By Order of the Secretary of the Army:

W. C. WESTMORELAND,
General, United States Army,
Chief of Staff.

Official:

KENNETH G. WICKHAM,
Major General, United States Army,
The Adjutant General

Distribution

To be distributed in accordance with DA Form 12-25, Sec III (qty rqr Block No. 568), Operator requirements for Air Conditioners, 36,000 BTU.

CHANGE }
No. 3 }HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C. 25 May 1972**Operator, Organizational, Direct Support, General Support, and Depot
Maintenance Manual****AIR CONDITIONER, FLOOR MOUNTING, 208-V, 3-PHASE,
60 HZ, AC; 36,000 BTU/HR; YORK CORPORATION MODEL
MA 3-F23A, FSN 4120-926-1116; THERM-AIR MFG. CO.
MODEL CB-36-08-3-60, FSN 4120-935-5348**TM 5-4120-259-15, 17 October 1967, is changed
as follows:Cover is changed as shown above.
Page 65. Appendix III is superseded as follows:**APPENDIX III
BASIC ISSUE ITEMS LIST AND ITEMS
TROOP INSTALLED OR AUTHORIZED****Section 1. INTRODUCTION****1-1. Scope**

This appendix lists items required by the operator for operation of the air conditioner.

1-2. General

This list is divided into the following sections:

a. *Basic Issue Items List*—Section II. Not applicable.

b. *Items Troop Installed or Authorized List*—Section III. A list of items in alphabetical sequence which, at the discretion of the unit commander, may accompany the air conditioner. These items are not subject to turn-in with the air conditioner when evacuated.

1-3. Explanation of Columns

The following provides an explanation of columns in the tabular list of Items Troop Installed or Authorized, Section III.

a. *Source, Maintenance, and Recoverability Code(s) (SMR)*.

(1) *Source Code*. This code indicates the source for the listed item. Source codes are:

Code	Explanation
P	Repair parts, special tools, and test equipment supplied from GSA/DSA or Army supply system and authorized for use at indicated maintenance levels.

P2 Repair parts, special tools, and test equipment which are procured and stocked for insurance purposes because the combat or military essentiality of the end item dictates that a minimum quantity be available in the supply system.

(2) *Maintenance Code*. This code indicates the lowest level of maintenance authorized to install the listed item. The maintenance level code is:

Code	Explanation
C	Crew/Operator

(3) *Recoverability Code*. This code indicates whether unserviceable items should be returned for recovery or salvage. Items not coded are nonrecoverable. Recoverability codes are:

Code	Explanation
R	Applied to repair parts (assemblies and components), special tools, and test equipment which are considered economically repairable at direct support and general support maintenance levels.

- Code** **Explanation**
- S** Repair parts, special tools, test equipment and assemblies which are economically repairable at DSU and GSU activities and which normally are furnished by supply on an exchange basis.
- b. Federal Stock Number.** This column indicates the Federal stock number assigned to the item and will be used for requisitioning purposes.
- c. Description.** This column indicates the Federal item name and any additional description of the item required.
- d. Unit of Measure (U/M).** A 2-character alphabetic abbreviation indicating the amount of quantity of the item upon which the allowances are based; e.g., ft, ea, pr; etc.
- e. Quantity Authorized.** This column indicates the quantity of the item authorized to be used with the equipment.

Section III. ITEMS TROOP INSTALLED OR AUTHORIZED LIST

(1) S&M code	(2) Federal stock number	(3) Description Ref No. & Mfr Code	(4) Unit of meas	(5) Qty auth
PC	7530-550-0618 EVON'S MANUAL	CASE, maintenance and operation manuals.	EA	1

By Order of the Secretary of the Army:

Official:

VERNE L. BOWERS,
Major General, United States Army,
The Adjutant General.

W. C. WESTMORELAND,
General, United States Army,
Chief of Staff.

Distribution:

To be distributed in accordance with DA Form 12-25C (qty rqr block No. 553), Operator Requirements for Air Conditioners 24,000 BTU, Floor Mounting.

CHANGE }
No. 4 }

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D.C., 11 March 1975

**Operator's Organizational, Direct Support,
General Support and Depot Maintenance Manual
AIR CONDITIONER, FLOOR MOUNTING, 208 VOLT,
3 PHASE, 60 HERTZ, AC, 36,000 BTU/HR
YORK CORPORATION MODEL MA3-F23A, NSN 4120-00-926-1116,
THERM-AIR MFG CO., MODEL CB-36-08-3-60
NSN 4120-00-935-5348**

TM 5-4120-259-15, 17 October 1967, is changed as follows:

The title is changed as shown above.

Page 2 of cover. Add the following warning to the list of safety precautions. *

WARNING

The burning of polyurethane foams is dangerous. Due to the chemical composition of a polyurethane foam, toxic fumes are released when it is burned or heated. If it is burned or heated indoors, such as during a welding operation in its proximity, precautions should be taken to adequately ventilate the area. An exhaust system equivalent to that of a paint spray booth should be used. Air supplied respirators, approved by the National Institute for Occupational Safety & Health or the U.S. Bureau of Mines, should be used for all welding in confined spaces and when ventilation is inadequate. Individuals who have chronic or recurrent respiratory conditions, including allergies and asthma,

should not be employed in this type of environment.

Page 55, paragraph 96 d., add the following warning:

WARNING

The burning of polyurethane foams is dangerous. Due to the chemical composition of a polyurethane foam, toxic fumes are released when it is burned or heated. If it is burned or heated indoors, such as during a welding operation in its proximity, precautions should be taken to adequately ventilate the area. An exhaust system equivalent to that of a paint spray booth should be used. Air supplied respirators, approved by the National Institute for Occupational Safety & Health or the U.S. Bureau of Mines, should be used for all welding in confined spaces and when ventilation is inadequate. Individuals who have chronic or recurrent respiratory conditions, including allergies and asthma, should not be employed in this type of environment.

By Order of the Secretary of the Army:

FRED C. WEYAND
General, United States Army
Chief of Staff

Official:

VERNE L. BOWERS

Major General, United States Army

The Adjutant General

Distribution:

To be distributed in accordance with DA Form 12-25C, (qty rqr block no. 553) Operator maintenance requirements for Environmental Equipment, Air Conditioners, 36,000 BTU, Floor Mounting.

Changes in force: C1 thru C5

TM 5-4120-259-1
C 5

CHANGE }
No. 5 }

HEADQUARTERS
DEPARTMENT OF THE ARMY
Washington, D.C., 30 April 1982

Operator's Organizational, Direct Support,
General Support and Depot Maintenance Manual
AIR CONDITIONER, FLOOR MOUNTING, 208 VOLT,
3 PHASE, 60 HERTZ, AC, 36,000 BTU/HR
YORK CORPORATION MODEL MA3-F23A, NSN 4120-00-926-1116
NSN 4120-00-935-5348

TM 5-4120-259-15, 17 October 1967, is changed as follows:

Page 8. Paragraph 15a(3) is superseded as follows:

(3) Connect power and remove left side access panel. Apply power to unit to energize compressor crankcase heater at least 4 hours before starting compressor.

Page 10. Step 2 under "Cooling" is superseded as follows:

STEP 2. TURN ROTARY CONTROL SWITCH TO COOL AFTER POWER HAS BEEN APPLIED TO UNIT FOR AT LEAST 4 HOURS.

By Order of the Secretary of the Army:

E. C. MEYER
General, United States Army
Chief of Staff

Official:

ROBERT M. JOYCE
Brigadier General, United States Army
The Adjutant General

DISTRIBUTION:

To be distributed in accordance with DA Form 12-25C, Operator requirements for AIR CONDITIONERS, 36,000 BTU, Floor Mounting.

13TH AUGUST 1947
Y. S. S. TO THE HONORABLE

SECRETARY OF THE GOVERNMENT

GOVERNMENT

GOVERNMENT OF INDIA

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TECHNICAL MANUAL

No. 5-4120-259-15

HEADQUARTERS
DEPARTMENT OF THE ARMY
WASHINGTON, D. C., 17 October 1967

**Operator, Organizational, Direct and General Support
and Depot Maintenance Manual**

**AIR CONDITIONER: BASE MOUNTED, AIR COOLED, 208
VOLT 3-PHASE, 60 CYCLES, AC, SINGLE PACKAGE,
36,000 BTU/HR
(YORK CORP MODEL MA 3-F23A)
FSN 4120-926-1116**

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THE
UNITED STATES
DEPARTMENT OF
THE ARMY
WASHINGTON, D. C.

General Support

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CHAPTER 1

INTRODUCTION

Section I. GENERAL

1. Scope

a. These instructions are published for the use of the personnel to whom air conditioner is issued. Chapters 1 through 5 provide information on the operation, preventive maintenance services, and organizational maintenance of the equipment, accessories, components, and attachments. Chapter 4 provides information for direct and general support and depot maintenance. Also included are descriptions of main units and their functions in relation to other components.

b. Appendix I contains a list of publications applicable to this manual. Appendix II contains the Maintenance Allocation Chart. Appendix III contains the list of Basic Issue Items authorized the operator of this equipment and the list of Maintenance and operating supplies required for initial operation.

c. Numbers in parentheses on illustrations indicate quantity. Numbers preceding nomenclature callouts on illustrations indicate the preferred maintenance sequence.

d. Reporting of Equipment Publication Improvements. DA Form 2028 (Recommended Changes to DA publications) shall be used for reporting discrepancies and recommendations for improving this equipment publication. The form shall be completed by the individual using the manual and forwarded direct to Commanding General, U. S. Army Mobility Equipment Command, ATTN.: AMSME-MP, 4300 Goodfellow Blvd. St. Louis, Mo. 63120.

2. Record and Report Forms

a. DA Form 2258 (Depreservation Guide of Engineer Equipment).

b. For other record and report forms applicable to operator, organizational, direct and general support and depot maintenance, refer to TM 38-750.

Note. Applicable forms, excluding Standard Form 46 (United States Government Motor Vehicles Operator's Identifications Card) which is carried by the operator shall be kept in a canvas bag mounted on the equipment.

Section II. DESCRIPTION AND DATA

3. Description

a. *General.* The York Model MA3-F23A air conditioner (figures 1, 2, 3 and 4) is a single package, base mounting unit designed primarily for use in van-type enclosures for providing filtered, conditioned air for the efficient operation of electronic equipment and the comfort of personnel. The unit is designed for continuous operation with varying loads.

b. *Evaporator Section.* The evaporator section, located in the top portion of the unit, contains the evaporator coil, evaporator fan, drip pan, air filters, expansion valve, and dampers to regulate the amount of fresh and return air entering the air conditioner.

c. *Condenser Section.* The condenser section is located in the bottom portion of the unit. It contains the hermetically sealed compressor, condenser coil, condenser air inlet and outlet openings, control box, condenser fan,

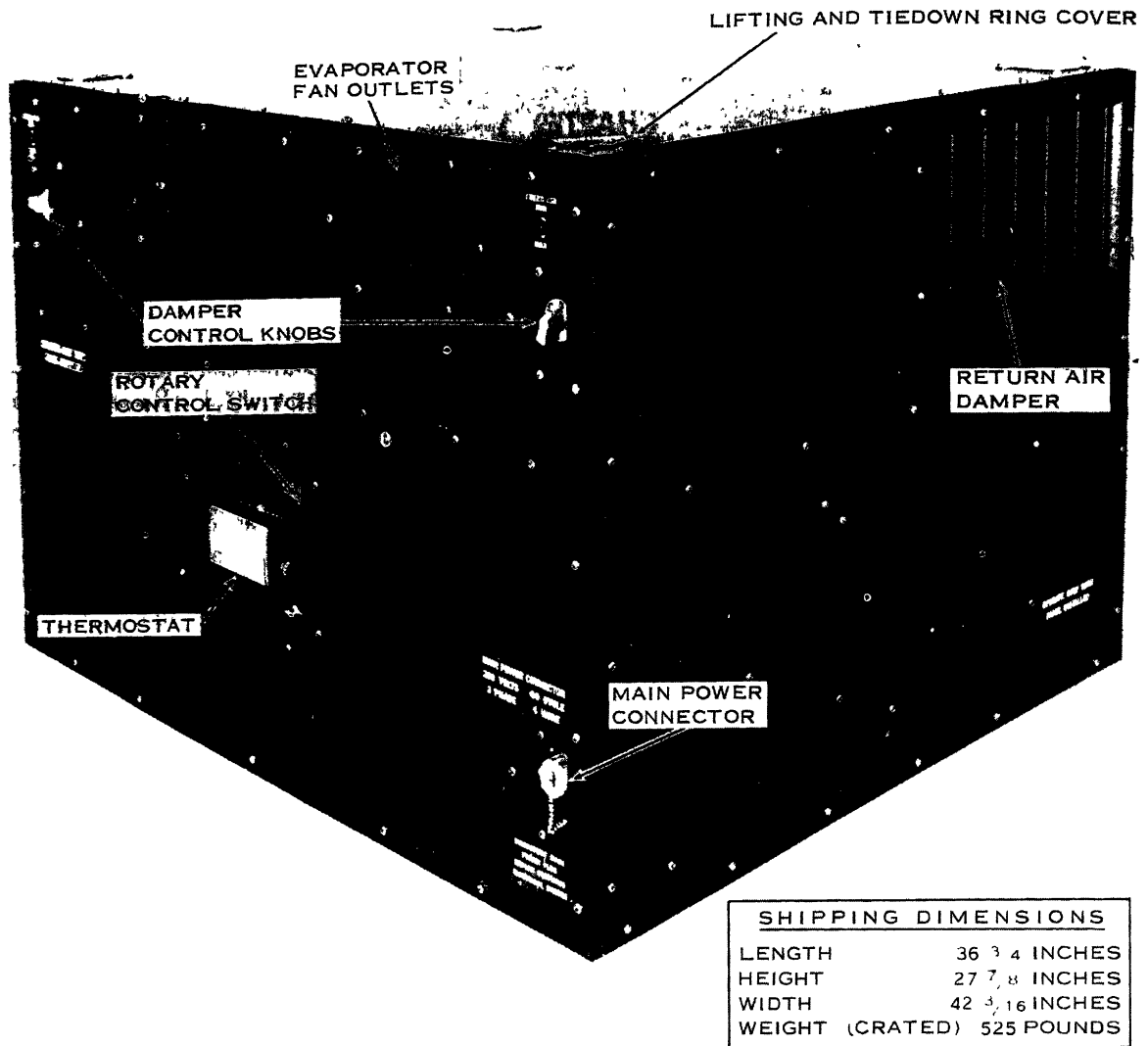


Figure 1. Air Conditioner, Right Front View, With Shipping Dimensions.

high-pressure cutout switch, motor starters, and the service valves.

4. Identification and Tabulated Data

a. *Identification.* There are three major identification plates on the air conditioner.

- (1) *Corps of Engineers identification plate.* Located on the lower right corner of the front panel. Indicates nomenclature, manufacturer, model, serial number, contract number, and date manufactured.

- (2) *Evaporator fan motor identification plate.* Located on the side of the motor. Specifies manufacturer, model, voltage, amperage, frame, phase, cycles, rpm, and horsepower.
- (3) *Condenser fan motor identification plate.* Located on the motor. Specifies manufacturer, model, frame, serial number, class, phase, voltage, amperage, horsepower, cycles, service factor, and rpm.

b. Tabulated Data.

(1) Corps of Engineers identification plate A.

Nomenclature-----Air Conditioner: Van
Type, 36,000 btu/hr,
Standard Weight, 60
cycles, 3 phase 208
volts

Manufacturer-----York
Model-----MA 3-F23A
Type-----Vapor-compression
Refrigerant-----Refrigerant-22
Capacity-----36,000 btu/hr

(2) Compression-Motor assembly.

Manufacturer-----Carrier Corporation
Model-----6A38M-109

Type-----Hermetically sealed
Lubrication-----VV-L-825, Type IV
RPM-----1725
Maximum Discharge-----675 psig
Volts-----208
Amperage-----27.0
Phase-----3
Cycles-----60

(3) Evaporator Fan Motor.

Manufacturer-----General Electric
Model-----5K42FG2504X
Serial-----ABL
Volts-----208
Phase-----3
Temp. rise-----55° C (Centigrade)
RPM (revolutions per
minute).-----1725

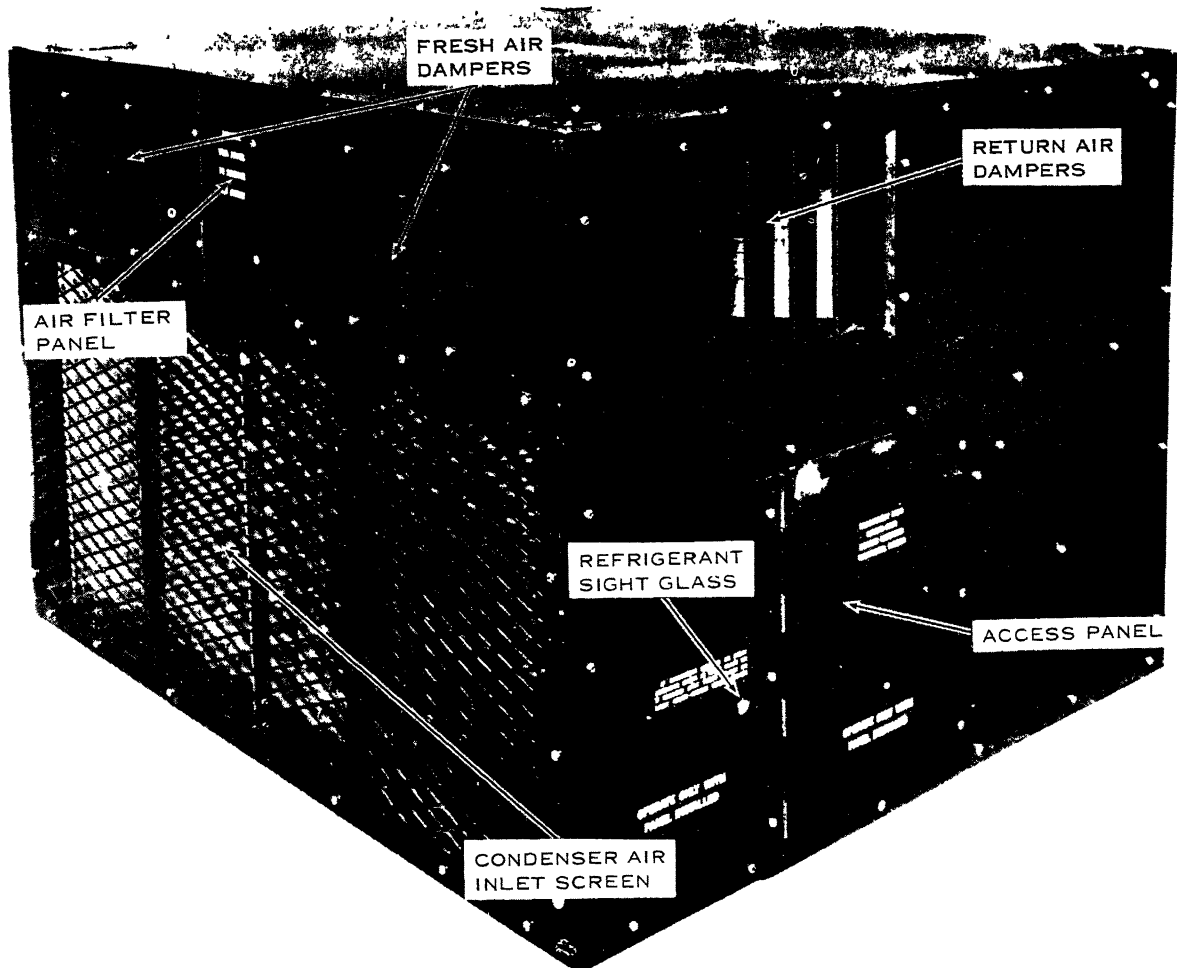


Figure 2. Air Conditioner, Left Rear View.

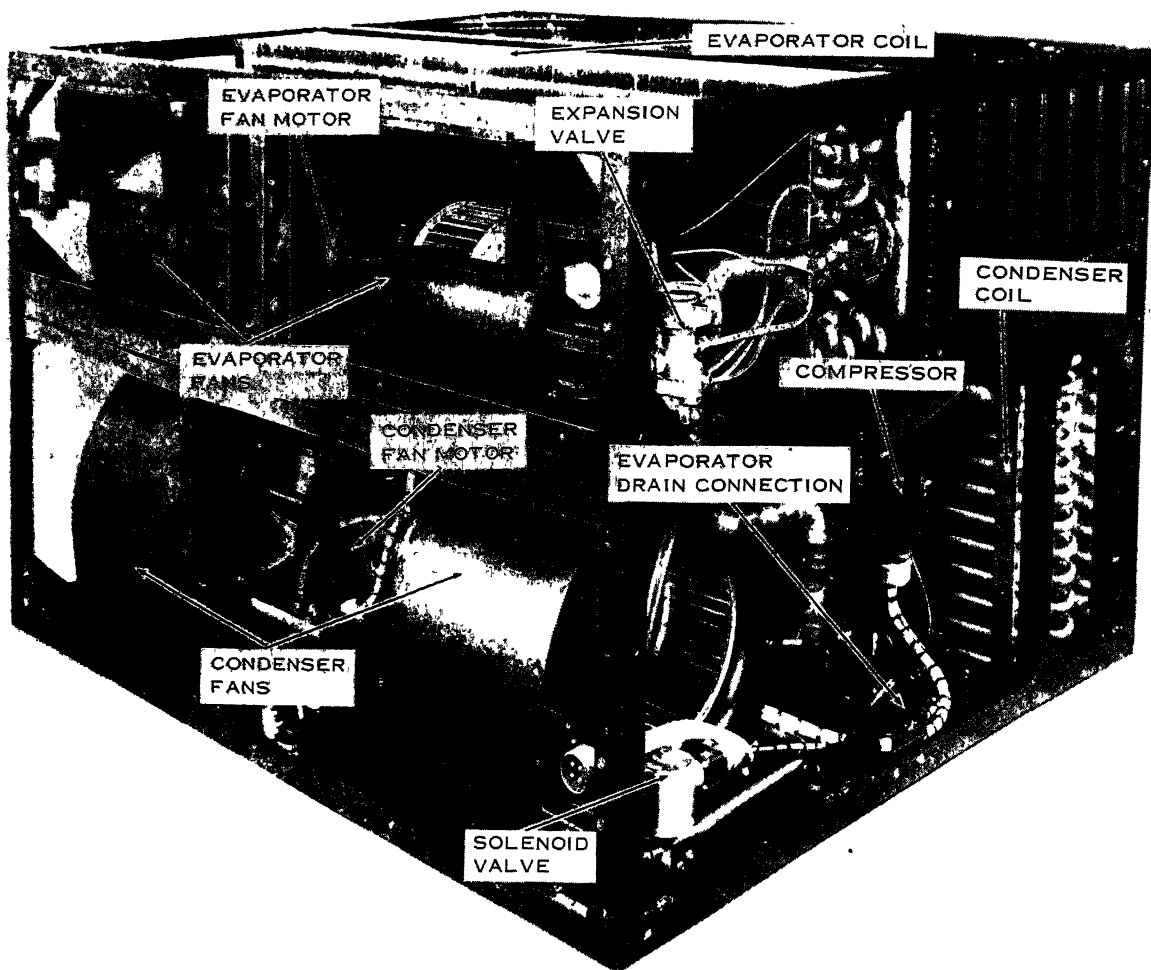


Figure 3. Air Conditioner, Right Front View, Panels Removed.

Duty.....Continuous
Cycles.....60
Amps (amperes).....1.6
Horsepower.....1/3
Code.....M

(4) Condensor fan motor.

Manufacturer.....General Electric
Model.....5K182HG4580T
Frame.....182K
Class.....H Insulation
Phase.....3
Horsepower.....1.5
Volts.....208
RPM.....1730
Cycles.....60
Amps.....4.7
Code.....M
Temp. rise.....75°C
Duty.....Continuous

(5) Thermostat.

Manufacturer.....Honeywell
Model.....T473C

(6) Capacities.

Refrigerant 22 charge.....13 lbs (pounds)
Compressor oil charge.....5 pts (pints) VV-L-825,
Type IV. (FSN 9150-
823-7905)

(7) Dimensions and Weight. See figure 1.

Length (depth).....26-3/4 in. (inches)
Height.....27-7/8 in.
Width.....42-3/16 in.
Shipping weight (crated). 525 lb.

(8) Base Plan. See figure 6.

(9) Wiring Diagram. See figure 5.

(10) Refrigerant Flow Diagram. See figure 27.

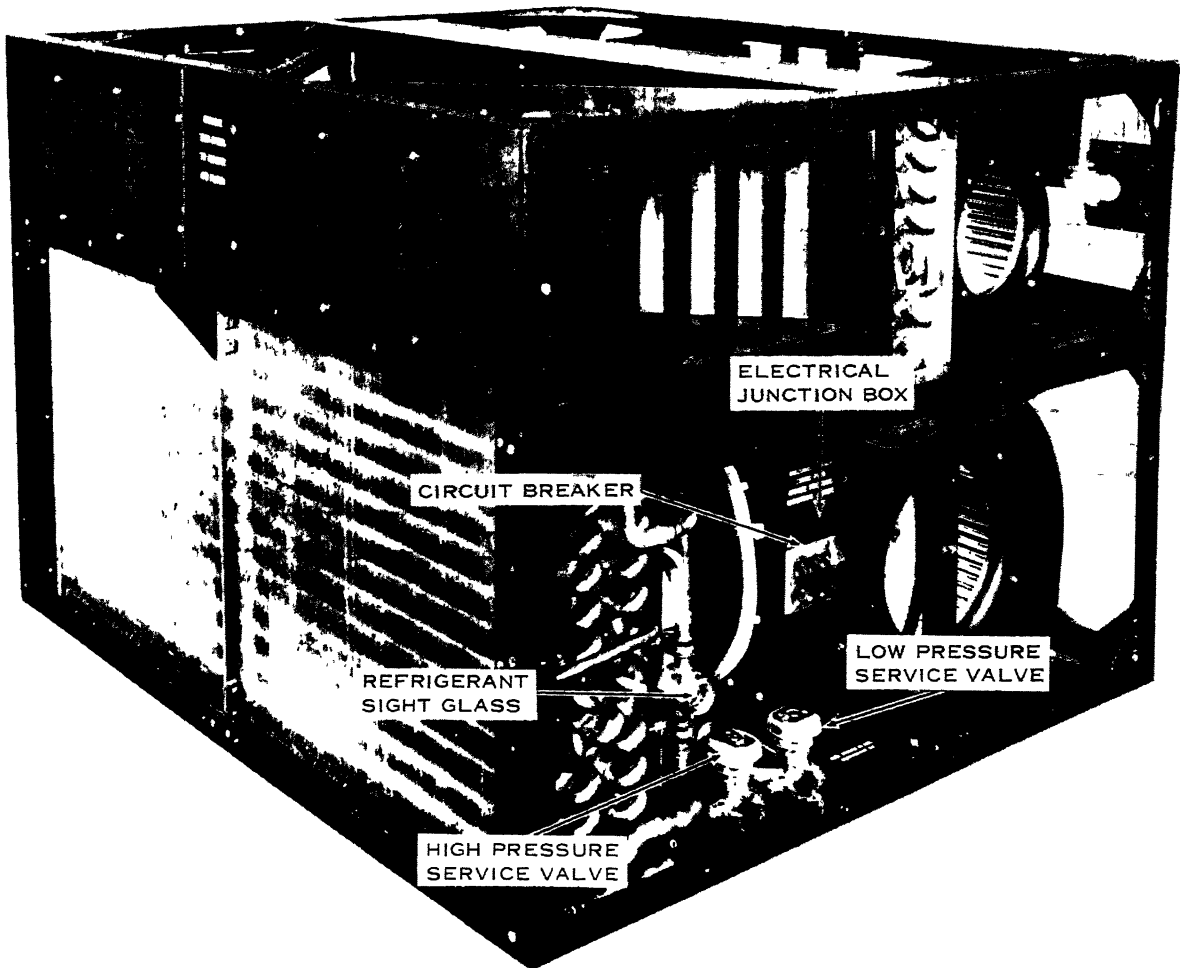


Figure 4. Air Conditioner, Left Rear View, Panels Removed.

5. Differences in Models

This manual covers only the York Model MA 3-F23A Conditioner. No known differ-

ences exist for the model covered by this manual.

Figure 5. Wiring diagram.
(Located in back of manual)

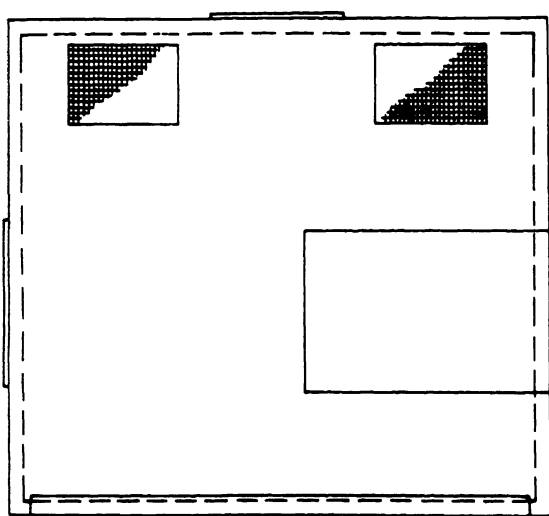
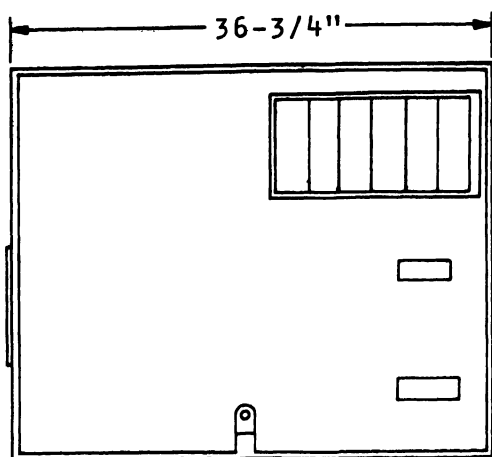
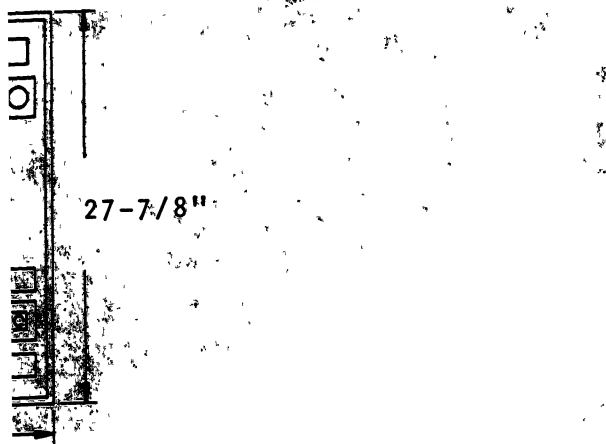


Figure 6. Base Plan.

CHAPTER 2

INSTALLATION AND OPERATING INSTRUCTIONS

Section I. SERVICE UPON RECEIPT OF EQUIPMENT

6. Unloading the Equipment

The crated air conditioner may be unloaded and moved by any means, provided the unit weight is supported by the base platform.

7. Unpacking the Equipment

Caution: So that the unit is protected, it should be left crated until moved to the location where it is to be installed.

a. General. To uncrate the unit, remove the nails from the top panel and lift off the top. Remove sides in a similar manner. The unit is then ready for inspection.

b. Depreservation. Prepare the air conditioner for inspection and operation as outlined on DA Form 2258, (Depreservation Guide for Vehicles and Equipment) attached to the equipment.

8. Inspecting and Servicing Equipment

a. Inspect the entire air conditioning unit, including motors, fans, controls, etc., to be certain that all parts have been received and without damage. Report any deficiencies to the proper maintenance echelon.

Caution: Do not remove tags from equipment until the instructions have been followed. Failure to follow these instructions can result in serious damage to the equipment.

b. Test the joints in the refrigerant circuit for leaks as described in paragraph 93.

9. Installation Instructions

a. The unit may be supported by, or suspended from, any convenient part of the van or

trailer capable of withstanding a concentrated load of approximately 550 pounds.

b. If the unit is to be mounted near a wall or partition, allow clearance to permit removal of panels.

c. Follow the base plan in figure 6 in selecting a suitable location or in constructing an installation base. Lift unit by lifting rings (fig. 1).

d. Connect a 1/2 inch pipe to the drain connections on the bottom right side of the unit to remove condensate water. Extend piping or hose to deposit water in a suitable location or container.

e. Be sure the main rotary switch on the control box is in the OFF position, and connect a 208 volt, 60 cycle, 3 phase power source to the main power connector at the lower right front corner of the unit.

Warning: The air conditioner must be grounded prior to operation. Connect one end of a number 6AWG (American Wire Gauge) copper wire ground lead to an underground metallic water piping system or a driven metal ground rod or buried metal ground plate. Connect the other end of the ground lead to the grounding bolt on the unit.

f. The new unit should not require servicing, as it is shipped completely assembled and ready to operate when power is applied. However, if any defects have been found during the inspection of the equipment they should be corrected as necessary before the unit is placed into operation.

Section II. MOVEMENT TO A NEW WORKSITE

10. Dismantling for movement

In general, no special preparation is necessary for moving the unit. External power cables should be disconnected and secured to the unit so they will not become lost.

Warning: Make sure the power supply is off at the source before disconnecting the power supply line.

The unit should be moved and stored in its normal or flat position.

Short Move. For a short distance move the unit need not be crated. However, it should

be handled carefully, covered if necessary, and protected sufficiently to prevent external damage in transit. Particular attention should be given to the protection of controls, dampers and screens located on the panels of the unit.

Long Distance Move. For long distance moves it is recommended that the unit be crated, and protected in a manner duplicating as nearly as possible the original crating.

11. Reinstallation after Movement

Refer to paragraphs 8 and 9.

Section III. CONTROLS AND INSTRUMENTS

12. General

This section describes, locates, illustrates, and furnishes the operator, crew, or organizational maintenance personnel sufficient information about the various controls and in-

struments for proper operation of the air conditioning unit.

13. Controls and Instruments

The location and purpose of the controls is illustrated in figure 7.

Section IV. OPERATION OF EQUIPMENT

14. General

a. The instructions in this section are published for the information and guidance of the personnel responsible for the operation of the air conditioner.

b. The operator must know how to perform every operation of which the air conditioner is capable. This section gives the starting and stopping instructions, basic functions of the air conditioner, and coordination of the functions to perform the specific tasks for which the equipment is designed. Since nearly every job presents a different problem, the operator may have to vary given procedures to fit the individual job.

(3) Connect power and remove left side access panel.

(4) Turn rotary control switch to COOL, then to OFF, and check to see that both fans are rotating in the right direction.

Note. Backward rotation of one or both motors indicates incorrect wiring or power connection.

(5) Replace all panels before operating.

b. *Starting and Operation.* Refer to figure 8 for starting and operating instructions.

16. Stopping the Equipment

Refer to figure 9 for stopping instructions.

17. Operation Under Usual Conditions

There are no special controls necessary to adapt the air conditioning unit to extreme conditions. Refer to paragraphs 18 through 23 for information on precautions which may be necessary for efficient operation in extreme conditions.

15. Starting the Equipment

a. *Preparation for Starting.*

(1) The equipment shall have been initially checked out and installed according to paragraphs 8 and 9.

(2) Perform the daily preventive maintenance services (para 29).

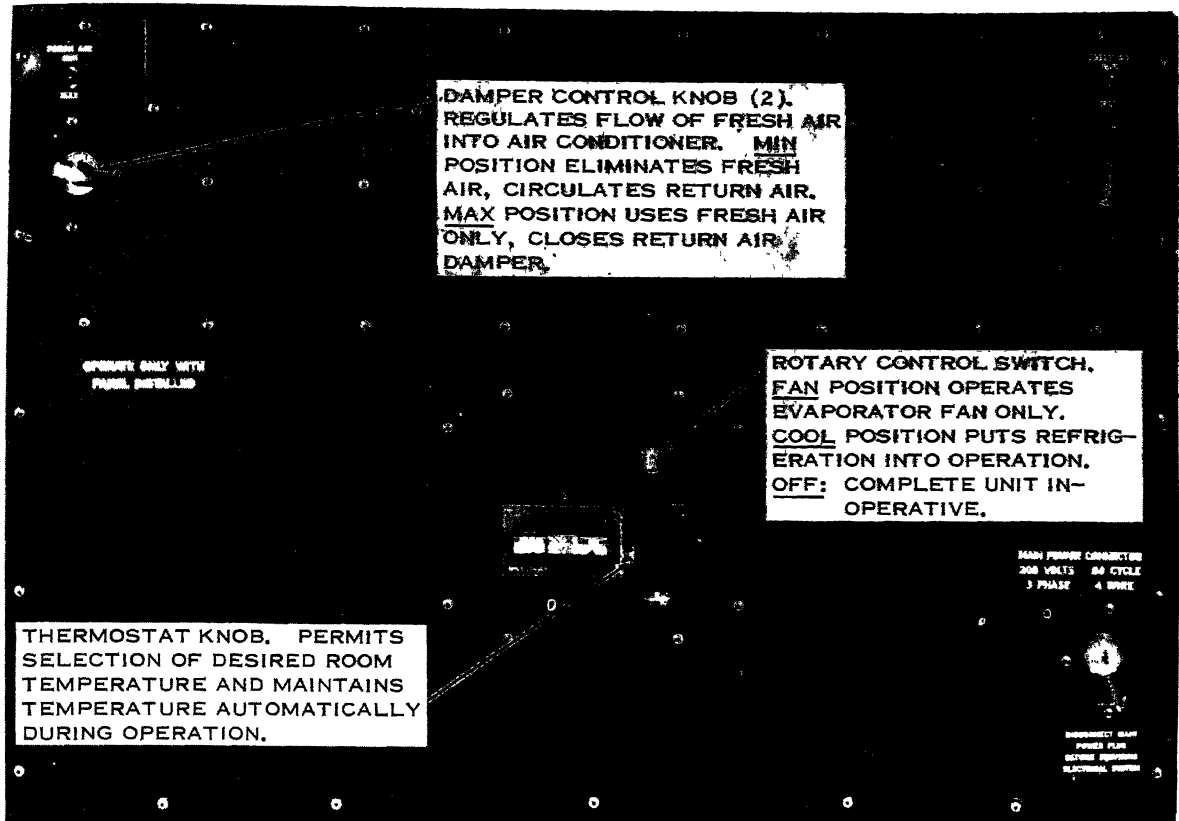


Figure 7. Controls And Instruments.

18. Operation in Extreme Cold

Take all necessary precautions to protect the air conditioner from snow and ice. Clean loose snow from around intake area. Use a canvas cover for protection when the unit is not operating.

19. Operation in Extreme Heat

Keep condenser and evaporator coils and fans clean at all times. Keep filters well cleaned and see that there are no obstructions which could obstruct the flow of cooling air.

20. Operation in Dusty or Sandy Areas

a. Every effort should be made to keep dust or sand from the interior of the air conditioning unit. After exposure to dust or sand, the air filters should be thoroughly cleaned as outlined in paragraph 55. Also, all other parts

in the unit should be checked and all dust and sand removed.

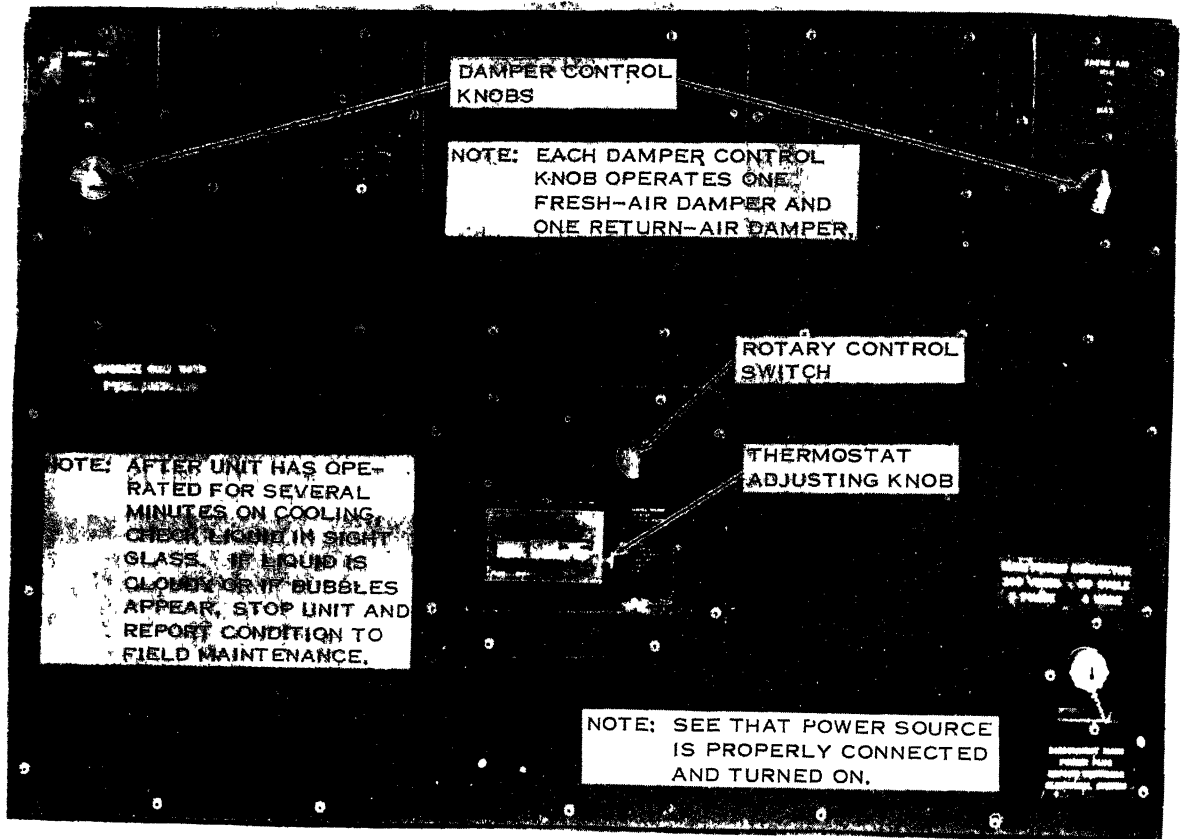
b. When it is necessary to operate the air conditioner for extended periods of time in dusty or sandy areas, a checking and cleaning procedure should be followed at regular intervals to prevent accumulation which could impair the operating efficiency of the cooling system.

21. Operation Under Rainy or Humid Conditions

Take special precautions to keep the air conditioner clean and dry. Use a canvas cover for protection when the unit is not in operation. Remove cover during dry periods and allow equipment to dry.

22. Operation in Salt Water Areas

If the equipment is exposed to high humidity in salt water areas, all accessible parts of



COOLING

- STEP 1. SET THERMOSTAT FOR DESIRED ROOM TEMPERATURE.
- STEP 2. TURN ROTARY CONTROL SWITCH TO COOL.
- STEP 3. TURN DAMPER CONTROL KNOBS TO DESIRED POSITION FROM MIN (100% RETURN-AIR) TO MAX (100% FRESH-AIR).
- NOTE:** FOR MAXIMUM COOLING CAPACITY WHEN OUTSIDE TEMPERATURE IS HIGH, SET DAMPER CONTROLS AT FULL MIN POSITION.

VENTILATION

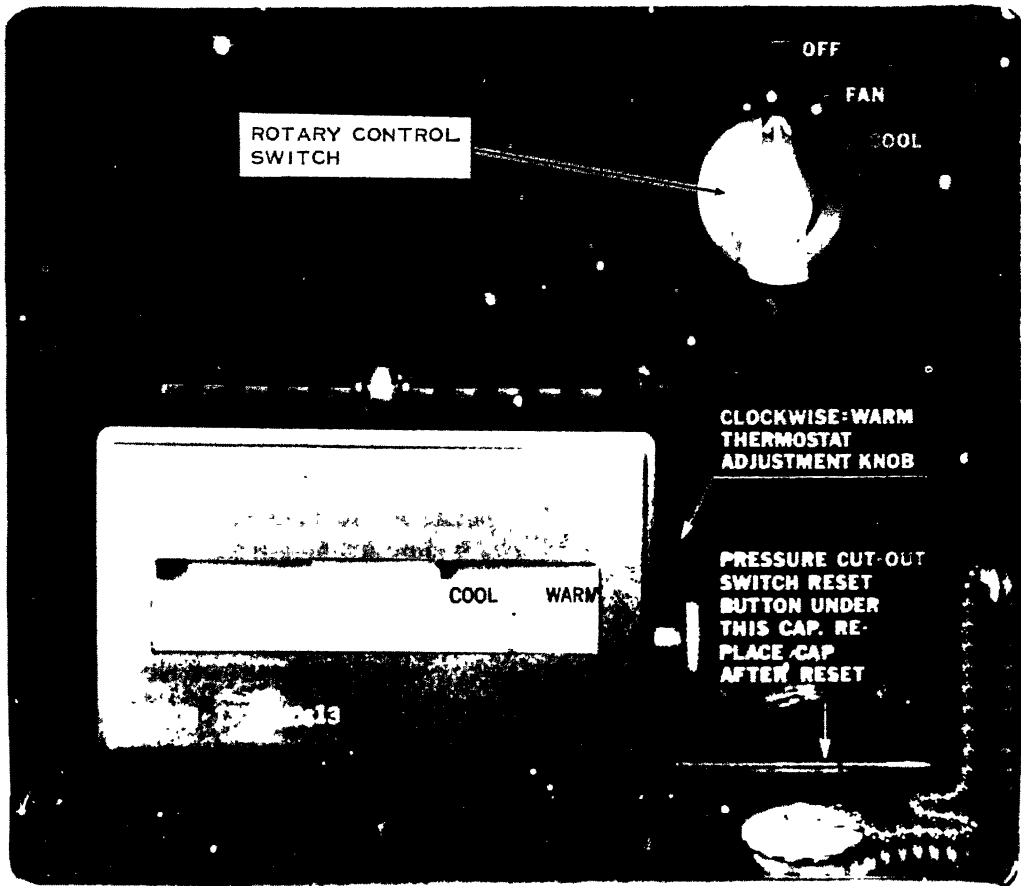
- STEP 1. TURN ROTARY CONTROL SWITCH TO FAN POSITION FOR VENTILATION ONLY.
- STEP 2. ADJUST DAMPER TO ADMIT FRESH AIR AS DESIRED.

Figure 8. Starting And Operating Instructions.

the unit, including controls, control box, panels, fans, motors, and filters should be thoroughly wiped dry to prevent corrosive effects. Remove rust immediately and coat exposed metal surfaces with an approved protective material.

23. Operation in High Altitudes

The unit is designed to operate in altitudes up to 5000 ft. At high altitudes, the output of the fans will be reduced. This is a normal condition which can not be prevented. Keep inlet screens, filters and fans free of dirt and obstructions at all times.



STEP 1. TURN ROTARY CONTROL SWITCH TO OFF POSITION.

WARNING: ALWAYS DISCONNECT MAIN POWER SOURCE BEFORE SERVICING ANY OF THE AIR CONDITIONER COMPONENTS.

STEP 2. PERFORM PREVENTIVE MAINTENANCE SERVICES PAR. 18.

Figure 9. Stopping instructions.



CHAPTER 3

OPERATOR AND ORGANIZATIONAL MAINTENANCE INSTRUCTIONS

Section I. SPECIAL TOOLS AND EQUIPMENT

24. Special Tools and Equipment

No special tools or equipment are required by the operator or organizational maintenance personnel for maintenance of the air conditioner.

25. Basic Issue Tools and Equipment

Tools and repair parts issued with or author-

ized for the air conditioner are listed in the Basic Issue Items List, Appendix III of this manual.

26. Organizational Maintenance Repair Parts

This paragraph is not applicable.

Section II. LUBRICATION

27. General Lubrication Information

There are no lubrication responsibilities for organizational maintenance personnel on this air conditioner.

Section III. PREVENTIVE MAINTENANCE SERVICES

28. General

To insure that the air conditioner is ready for operation at all times, it must be inspected systematically, so that defects may be discovered and corrected before they result in serious damage or failure. The necessary Preventive Maintenance Services to be performed are listed and described in paragraphs 29 and 30. The item numbers indicate the sequence or minimum inspection requirements. Defects discovered during operation of the unit shall be noted for future correction, to be made as soon as operation has ceased. Stop operation immediately if a deficiency is noticed during operation which would damage the equipment

if operation were continued. All deficiencies and shortcomings will be recorded together with the corrective action taken on DA Form 2404 (Equipment Inspection and Maintenance Worksheet) at the earliest possible opportunity.

29. Daily Preventive Maintenance Services

a. This paragraph contains an illustrated tabulated listing of preventive maintenance services which must be performed by the operator. The item numbers are listed consecutively and indicate the sequence of minimum requirements. Refer to figure 10 for the Daily Maintenance Services.

intervals. A quarterly interval is equal to 3 calendar months, or 250 hours of operation, whichever occurs first.

b. The item numbers are listed consecutively and indicate the sequence of minimum requirements. Refer to figure 11 for the Quarterly Preventive Maintenance Services.

ATOR MAINTENANCE

paragraph 29, the operator will also perform the service procedures covered in the section.

32. Cleaning Air Filters

Refer to figure 12 and service the air filter.

TROUBLESHOOTING

nation useful in satisfactory operation of the conditioner and its components. Each trouble symptom stated is

followed by a list of probable causes of the trouble. The possible remedy recommended is described opposite the probable cause. Any trouble beyond the scope of organizational maintenance shall be reported to direct support maintenance.

34. Compressor Starts but Fan Motor(s) will not Run

Probable Cause	Possible Remedy
Control switch or motor defective.	Check fans to make sure they turn freely by hand. Check wiring and terminals for loose connections. Check control switch continuity with multimeter (fig. 5). If switch is not defective check motor (para 57 and 58) and remove and service if necessary.

35. Both Fan Motors Run—Compressor Motor will not Start (Selector Switch on COOL)

Probable Cause	Possible Remedy
Circuit breaker open. High pressure cut-out or compressor thermal protector open.	Determine and correct cause of overload. If both fan motors operate but the compressor motor does not run, check the high pressure cut-out. This cut-out is a manual reset type. Check the compressor thermal protector for continuity (fig. 5). If the motor has cut-out on the above safety devices, determine and correct the cause.
Open circuit.	Apply multimeter to compressor motor terminals (wiring Diagram, fig. 5).

36. Condenser Fan Motor Runs—Compressor will not Start (Selector Switch on COOL)

Probable Cause	Possible Remedy
Circuit breaker open. Thermal delay switch defective.	Determine and correct cause of overload. Repair or replace (para 63).

37. Evaporator Fan Motor Runs—Condenser Fan Motor and Compressor Motor will not Run (Selector Switch on COOL)

Probable Cause

Circuit breaker open.
High pressure cutout.

Possible Remedy

Determine and correct cause of overload.
If the evaporator fan motor runs and the thermostat is calling for cooling, but the condenser fan and compressor motors do not run, the high pressure cutout has probably opened and should be reset at the dual pressure switch.

38. Fan Motor and Compressor Motor will not Run

Probable Cause

Blown fuse at power source.

Defective power outlets, broken wire or loose terminal connection, or faulty power switch.

Possible Remedy

Test for voltage at the power outlet. No voltage indication usually means that the line fuses are defective. If common fuses have been used, they should be replaced with 30 amp time lag fuses such as Fustats or Fusetrans or 40 amp regular fuse.

Check the power switch circuits (fig. 5) and make necessary repairs.

39. Compressor Noisy

Probable Cause

Loose mounting bolts.
Internal noise in compressor.
Unit vibrating against nearby tubing or objects.

Possible Remedy

Tighten all mounting bolts.
Replace compressor if necessary (para 98).
Provide clearance for unit.

40. Compressor Will Not Run Steadily

Probable Cause

Stopping on high pressure cut-out.

Possible Remedy

May be dirty condenser, faulty high pressure cut-out, or excessive heat. Locate trouble and correct.

41. Air Output Volume Insufficient

Probable Cause

Filters dirty.
Evaporator coils dirty.
Dirty fan blades.
Fan(s) running too slow.

Possible Remedy

Clean filters (para 55).
Clean coils.
Clean fan blades.
Check motor. Replace if necessary (para 57 and 58).

42. Insufficient Cooling

Probable Cause

Insufficient refrigerant charge or faulty compressor operation.
Filters dirty.
Improper adjustment of damper control.

Possible Remedy

Check refrigerant charge. Replace compressor if defective (para 98).
Clean filters (para 55).
Adjust damper control.

43. Excessive Cooling

Probable Cause

Thermostat set too low.
Defective thermostat.

Possible Remedy

Adjust as necessary (para 60).
Replace thermostat (para 60).

44. Faulty Blower

Probable Cause	Possible Remedy
Unbalanced or corroded fans.	Replace (para 57 and 58).
Defective fan motor.	Replace motor (para 57 and 58).

45. Faulty Receiver

Probable Cause	Possible Remedy
Receiver develops leaks.	Repair leaks or replace receiver (fig. 31).
Relief valve defective.	Replace valve (fig. 31).

46. Suction Pressure Below Normal

Probable Cause	Possible Remedy
Restricted liquid line or expansion valve.	Pump down, examine, and correct. Replace expansion valve if necessary (para 84).
Insufficient refrigerant charge.	Check for refrigerant shortage. Recharge if necessary (para 97).

47. Suction Pressure too High

Probable Cause	Possible Remedy
Overfeeding of expansion valve.	Regulate expansion valve, and check bulb attachment. Replace if necessary (para 84).

Contactor

Probable Cause	Possible Remedy
	Replace circuit breaker (para 62).
	Replace Motor Contactor (para 63).

49. Dampers Fail

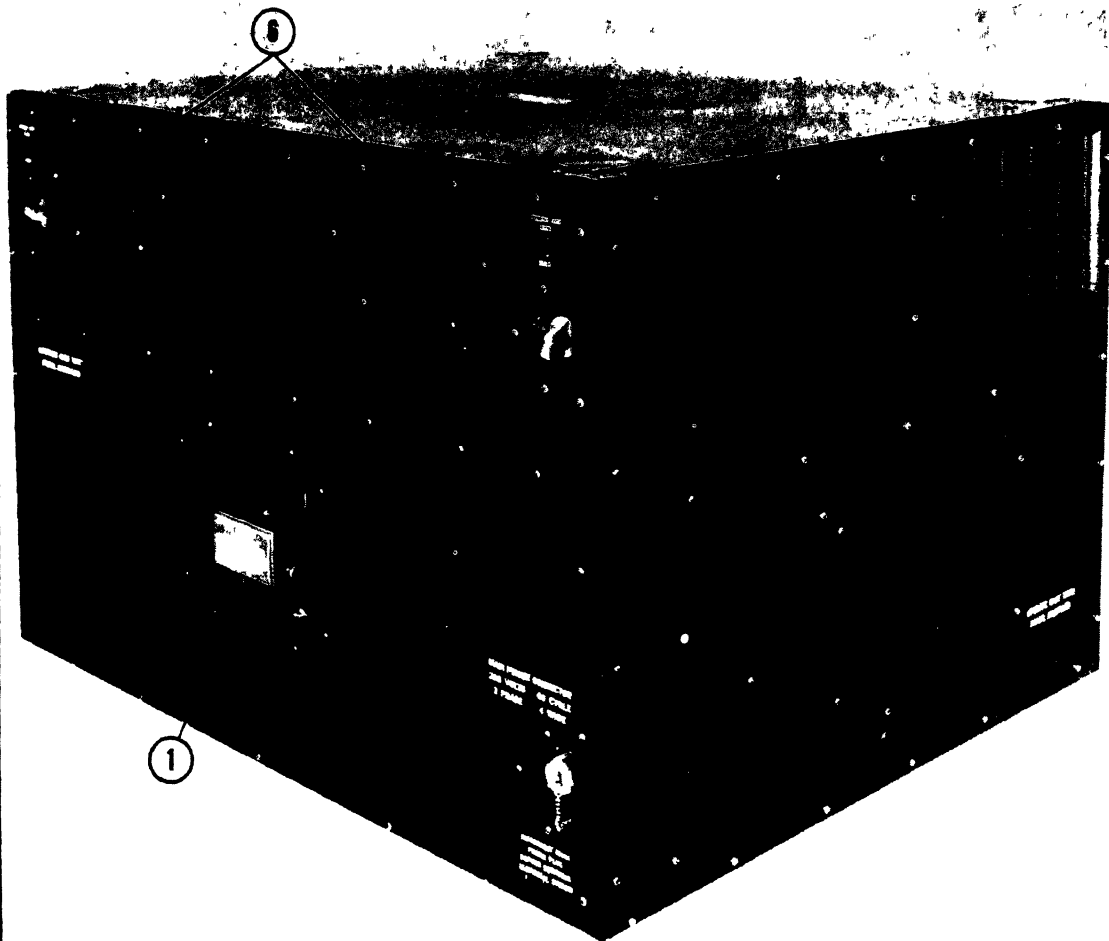
Probable Cause	Possible Remedy
Damper control cable defective.	Replace cable (para 54).
Control linkage binder defective.	Check damper control linkage. Repair or replace as needed.
Damper blades binding in frame.	Free blades or replace (para 53).

PREVENTIVE MAINTENANCE SERVICES
DAILY

TM 5-4120-259-15

YORK CORPORATION
MODEL MA 3-F23A

AIR CONDITIONER



ITEM

PAR. REF.

1.	<u>AIR CONDITIONING UNIT.</u> INSPECT CONTROLS AND FITTINGS FOR DEFECTIVE OR LOOSE PARTS.	13
2.	<u>REFRIGERANT CONTAINING COMPONENTS.</u> INSPECT FOR VISIBLE OR AUDIBLE LEAKAGE.	
3.	<u>FILTERS.</u> CLEAN DIRTY FILTER. (CHECK WEEKLY)	55
4.	<u>SCREENS AND GRILLES.</u> CLEAN DAILY. (CHECK WEEKLY)	51

Figure 10. Daily Preventive Maintenance Services (Cont'd next page).

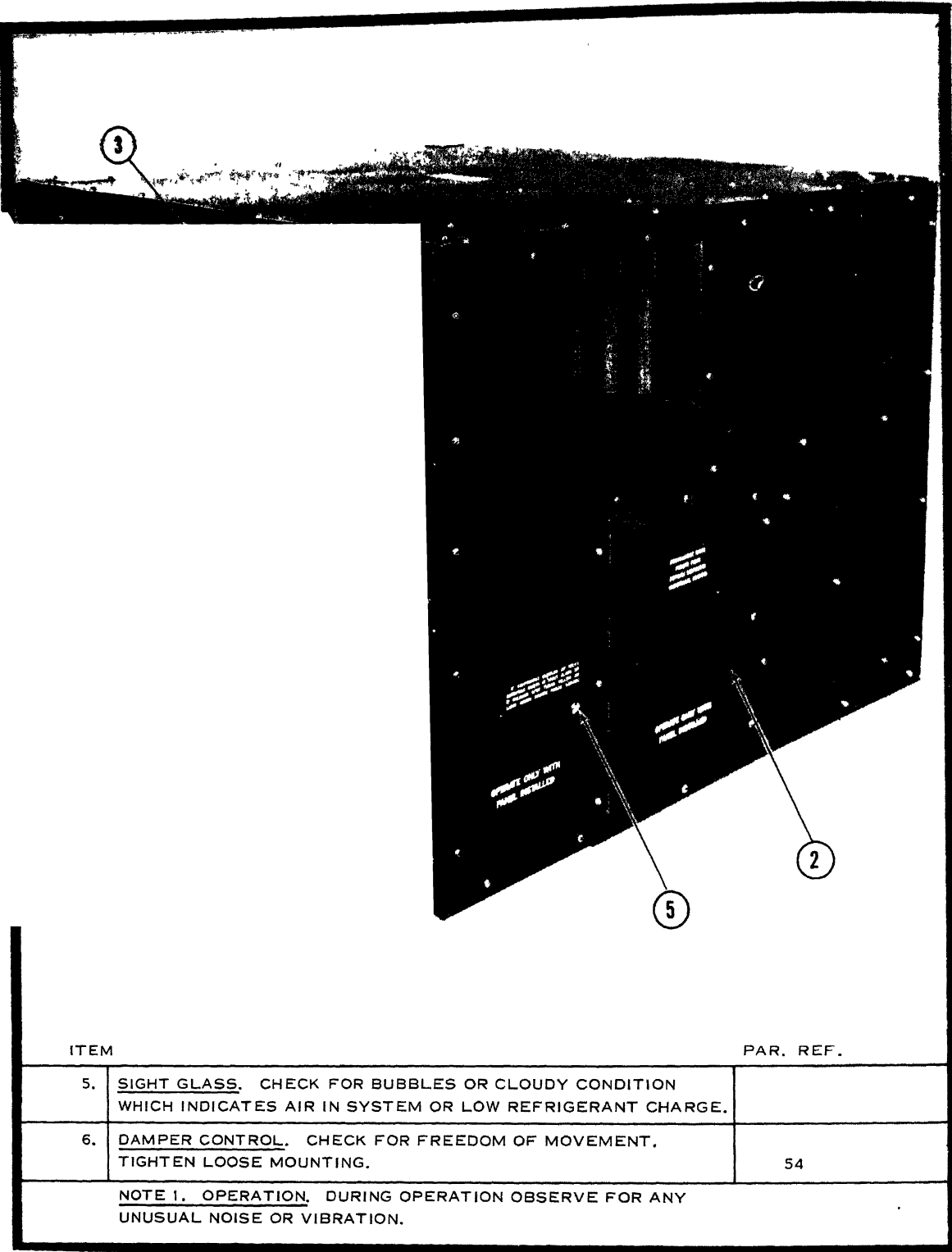


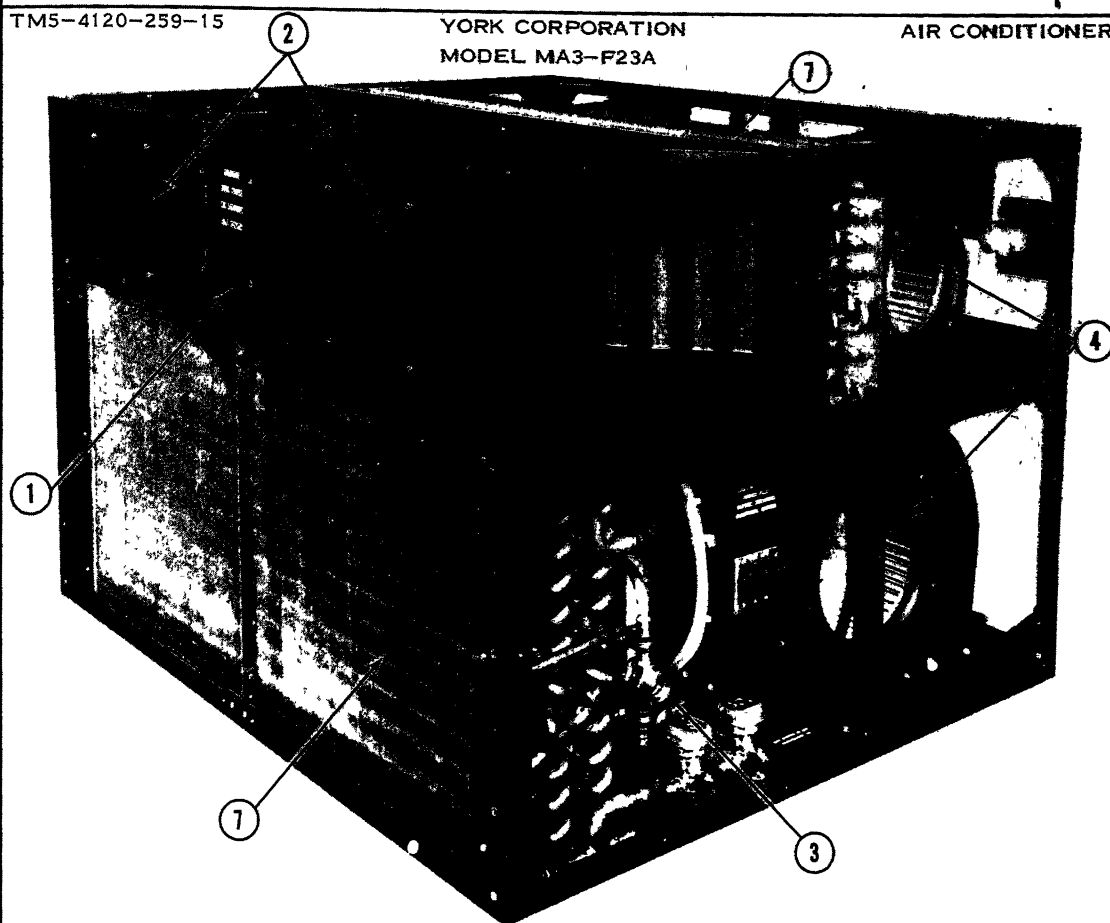
Figure 10. Daily Preventive Maintenance Services (Cont'd).

PREVENTIVE MAINTENANCE SERVICES QUARTERLY

TM5-4120-259-15

YORK CORPORATION
MODEL MA3-F23A

AIR CONDITIONER

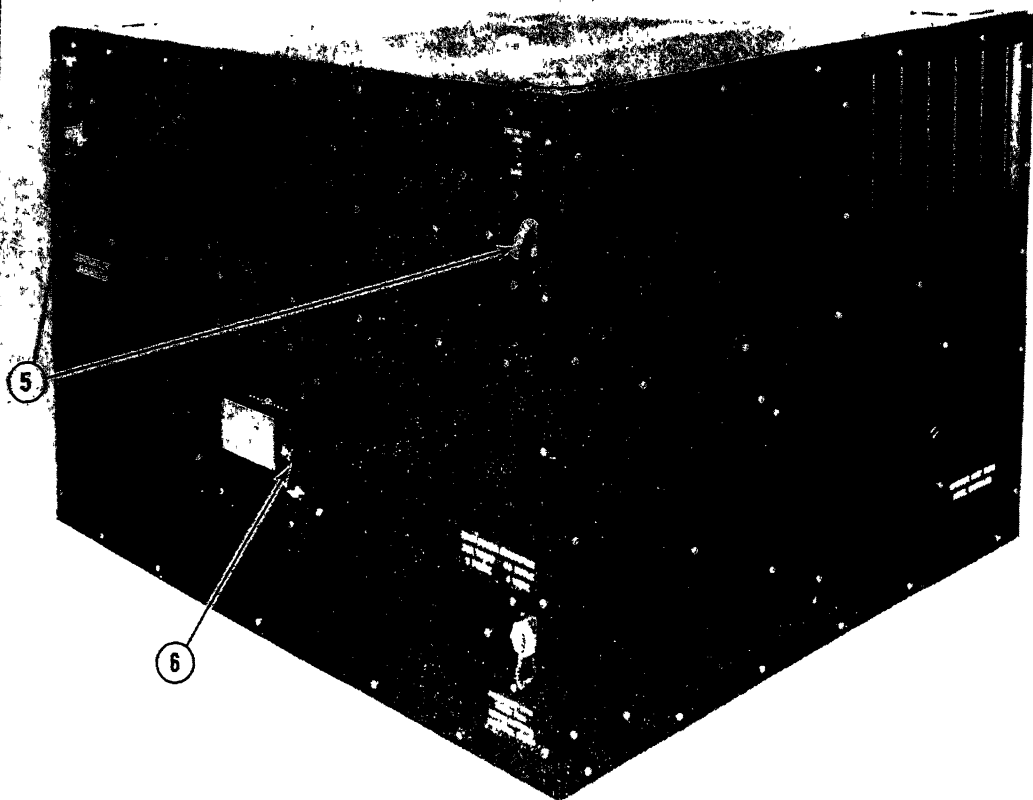


ITEM

PAR. REF.

- | | | |
|----|---|--------|
| 1. | <u>FILTERS</u> . CLEAN DIRTY FILTER. REPLACE DAMAGED FILTER. | 55 |
| 2. | <u>SCREENS</u> . CLEAN DIRTY SCREENS. REPLACE DEFECTIVE SCREENS. | 51 |
| 3. | <u>SIGHTGLASS</u> . CHECK FOR BUBBLES OR CLOUDY CONDITION, WHICH INDICATES AIR IN SYSTEM OR LOW REFRIGERANT CHARGE. | |
| 4. | <u>FANS</u> . TIGHTEN LOOSE MOUNTING. REPLACE DEFECTIVE FAN. | 57, 58 |
| 5. | <u>DAMPER CONTROL</u> . CHECK FOR FREEDOM OF MOVEMENT. TIGHTEN LOOSE MOUNTING. REPLACE DEFECTIVE CONTROL. | 54 |

Figure 11. Quarterly Preventive Maintenance Services (Cont'd next page).

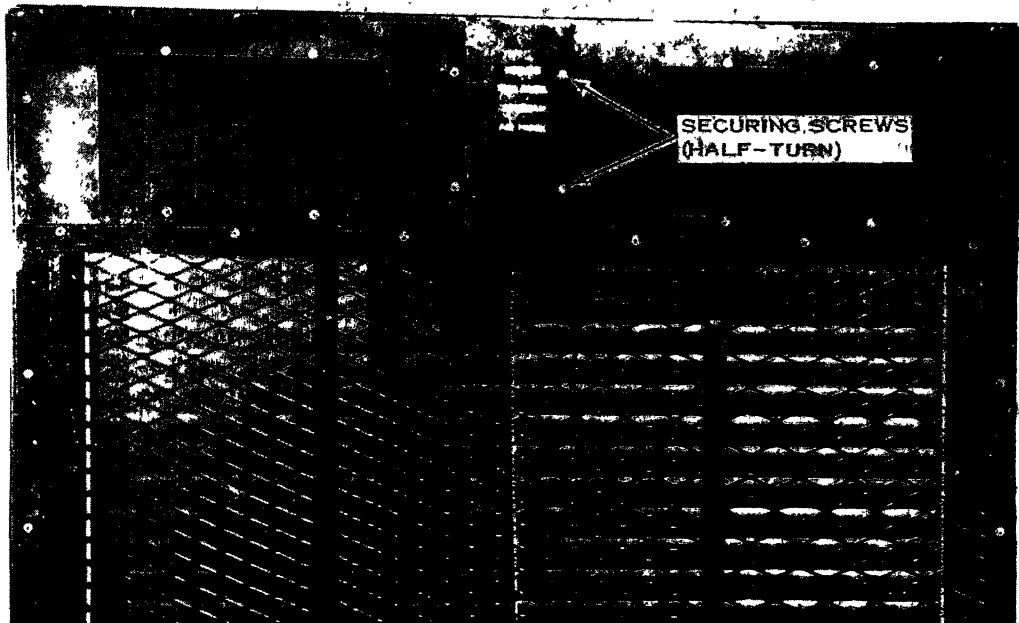


ITEM		PAR. REF.
6.	<u>THERMOSTAT AND SWITCH.</u> CHECK FOR PROPER OPERATION. TIGHTEN LOOSE MOUNTING. REPLACE DEFECTIVE THERMOSTAT OR SWITCH.	60
7.	<u>EVAPORATOR AND CONDENSER.</u> CLEAN DIRTY COILS. CHECK FOR DAMAGE.	

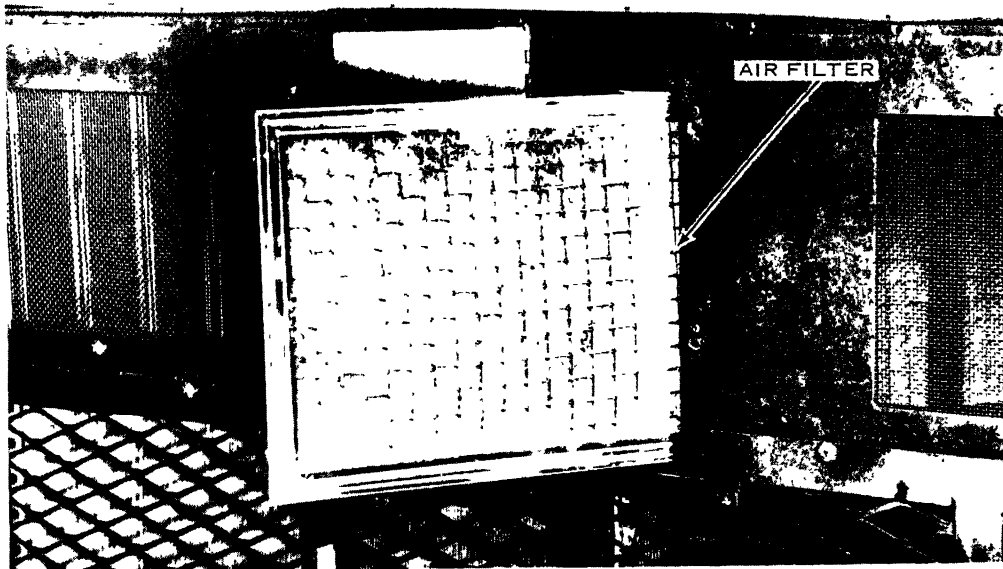
NOTE 1. OPERATIONAL TEST. DURING OPERATION OBSERVE FOR ANY UNUSUAL NOISE OR VIBRATION.

NOTE 2. ADJUSTMENTS. MAKE ALL NECESSARY ADJUSTMENTS DURING OPERATIONAL TEST.

Figure 11. Quarterly Preventive Maintenance Services (Cont'd).



STEP 1. OPEN AIR FILTER PANEL BY TURNING SECURING SCREWS (2) ONE-HALF-TURN COUNTER-CLOCKWISE.



- STEP 2. SLIDE AIR FILTERS OUT OF UNIT.
- STEP 3. SPRAY FILTERS WITH A HOSE IN OPPOSITE DIRECTION OF AIR FLOW (SEE ARROW ON FILTER FRAME). THEN SPRAY OTHER SIDE.
- STEP 4. SHAKE WATER FROM FILTERS AND SLIDE BACK INTO UNIT.
- CAUTION: DO NOT USE OIL ON AIR FILTERS.
- STEP 5. INSTALL AIR FILTER PANEL (PAR. 51)

Figure 12. Air Filters, Removal, Installation And Servicing.

Section VI. HOUSING PANELS AND GRILLES

50. General

The air conditioner is enclosed by sheet aluminum panels mounted on a rigid aluminum frame and secured with machine screws. The inside surfaces of the panels are insulated with sponge rubber and all contact edges are sealed

with gasket material. Air inlets and outlets are protected by metal grilles.

51. Housing Panels and Grilles

Remove and install the housing panels and grilles as shown by figure 13.

Section VII. DAMPERS, DAMPER CONTROLS, AND AIR FILTERS

52. General

The air conditioner has two return air dampers located on the lower right side and upper left side of the unit, and two fresh air dampers on the rear of the unit. These dampers are operated by control knobs on the front of the unit (fig. 7). Each of the two damper control knobs operates one fresh air damper and one return air damper to control the flow of fresh or return air into the unit as desired. The fresh air dampers are protected by insect screens. Two permanent, washable type air filters add further protection against obstruction of the air circulation system.

53. Dampers

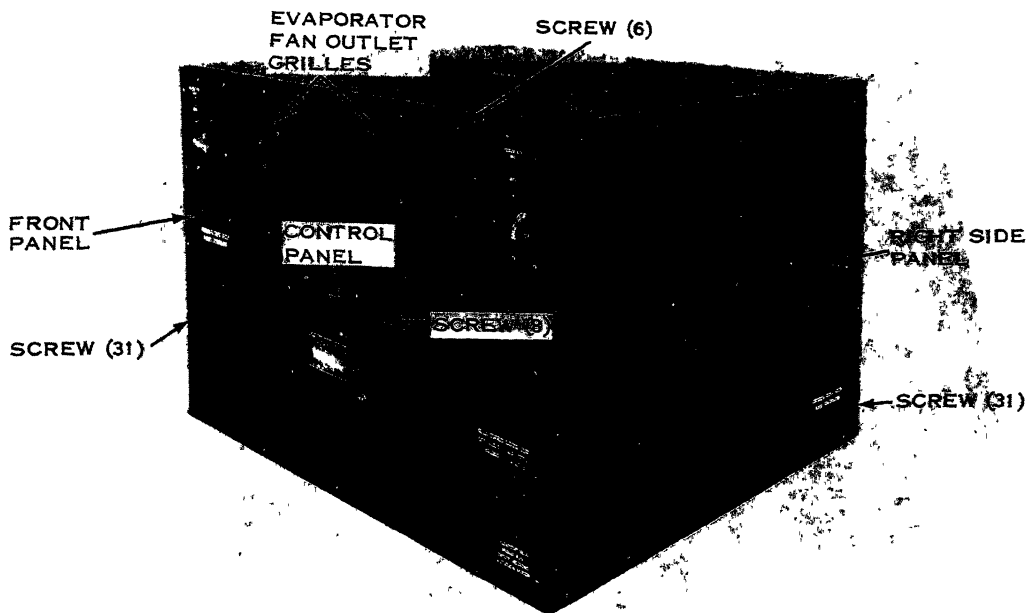
Remove and install the dampers as shown by figure 14.

54. Damper Controls

Remove and install the damper controls as shown by figure 15.

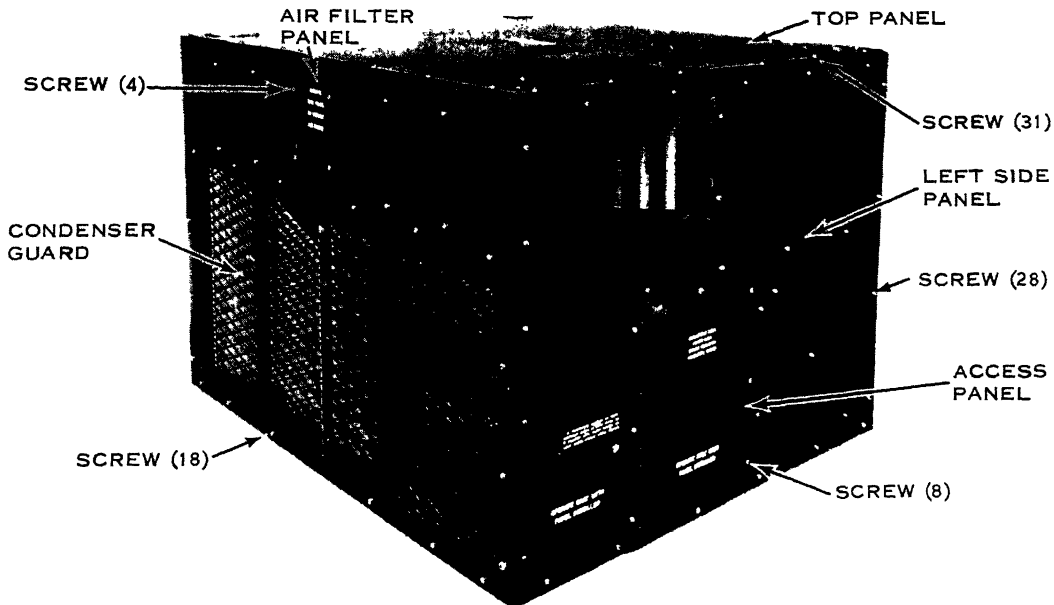
55. Air Filters

Remove and install the air filters as shown by figure 12.



- STEP 1. REMOVE 8 SCREWS AND REMOVE CONTROL PANEL
 STEP 2. REMOVE 12 SCREWS AND REMOVE THE TWO OUTLET GRILLES.
 STEP 3. REMOVE 31 SCREWS AND REMOVE FRONT PANEL.
 STEP 4. REMOVE 31 SCREWS AND REMOVE RIGHT SIDE PANEL.

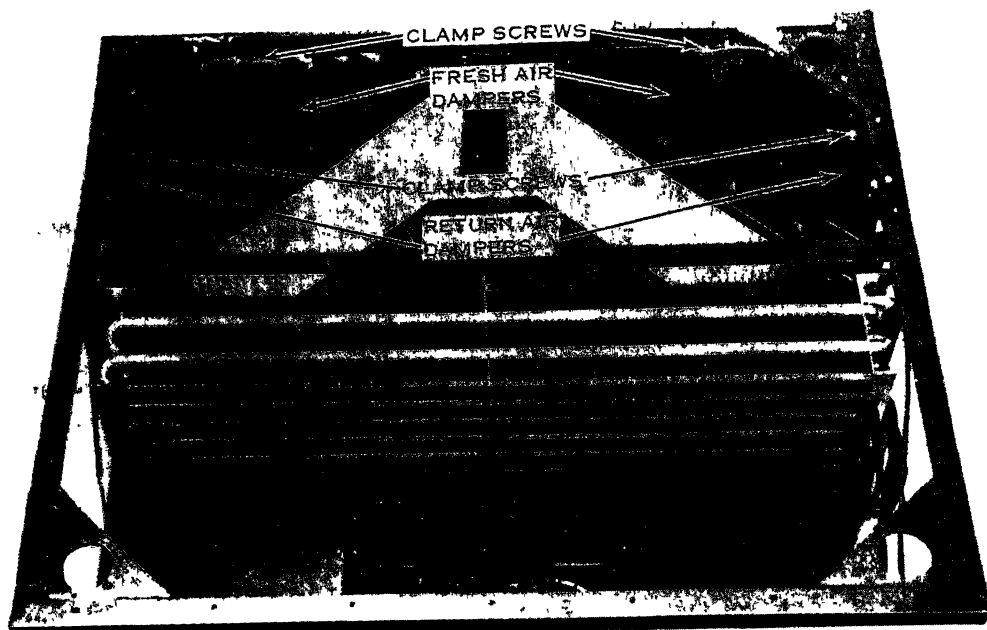
NOTE: REVERSE SEQUENCE OF ABOVE STEPS FOR INSTALLATION.



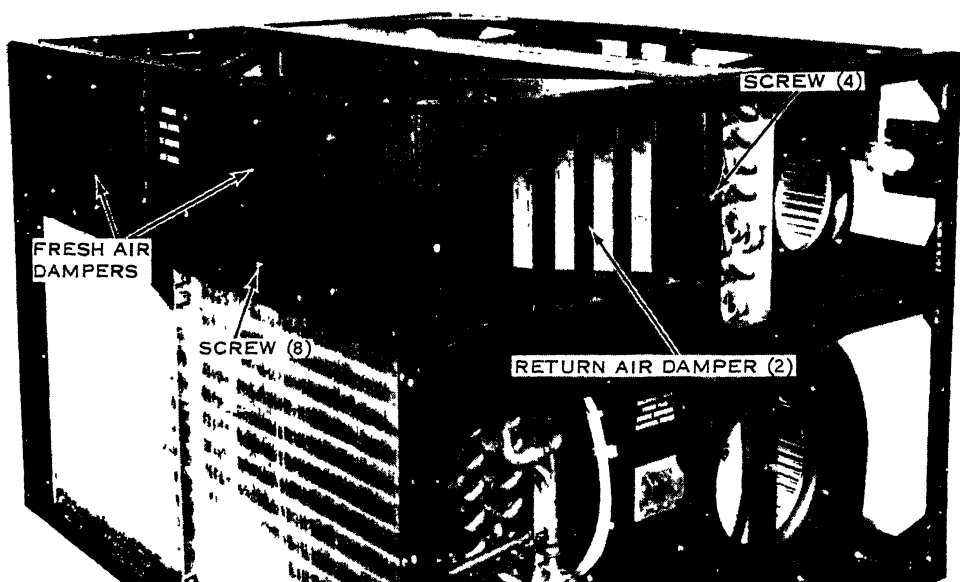
- STEP 5. REMOVE 4 SCREWS AND REMOVE AIR FILTER PANEL.
 STEP 6. REMOVE 18 SCREWS AND REMOVE CONDENSER GUARD
 STEP 7. REMOVE 8 SCREWS AND REMOVE ACCESS PANEL.
 STEP 8. REMOVE 28 SCREWS AND REMOVE LEFT SIDE PANEL.
 STEP 9. REMOVE 31 SCREWS AND REMOVE TOP PANEL.

NOTE: REVERSE SEQUENCE OF ABOVE STEPS FOR INSTALLATION.

Figure 13. Housing Panels And Grilles, Removal And Installation.

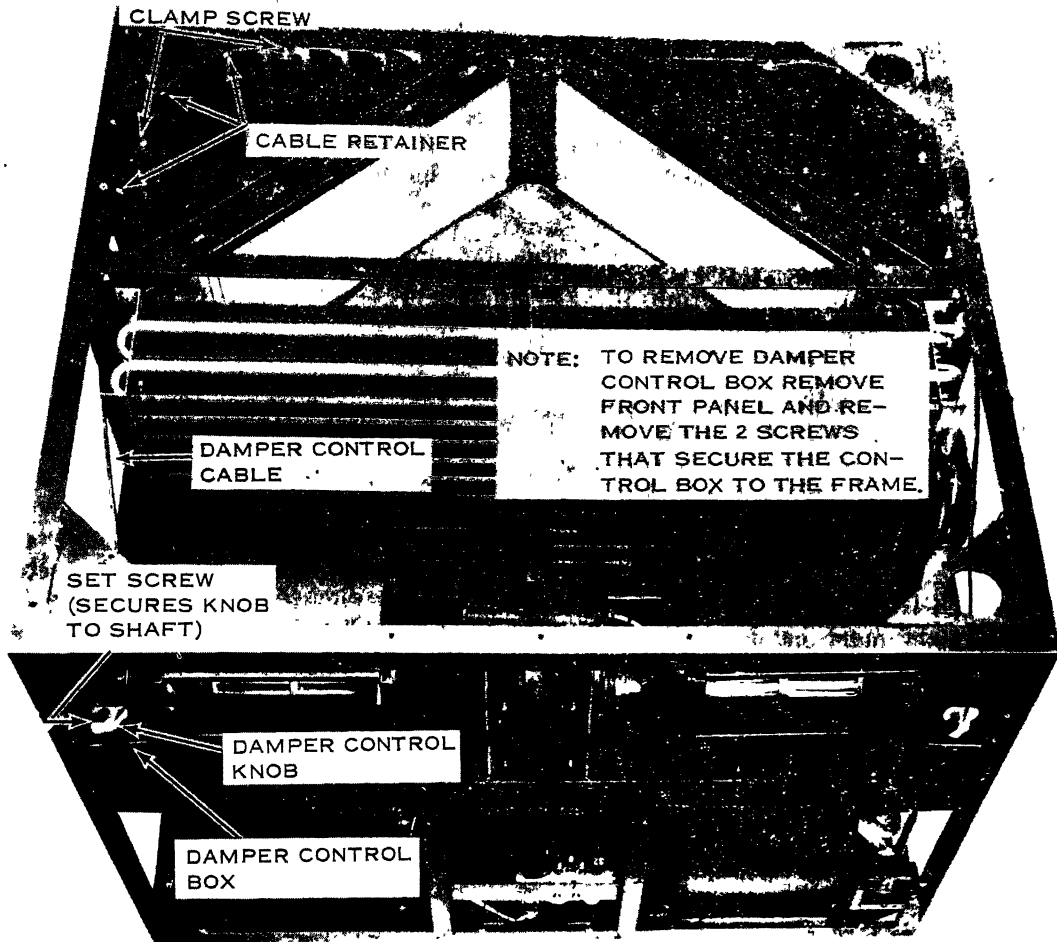


- STEP 1. REMOVE TOP AND SIDE PANELS AS NECESSARY (FIG. 13).
 STEP 2. LOOSEN CLAMP SCREWS THAT SECURE CONTROL WIRES TO DAMPERS.



- STEP 3. REMOVE THE 4 SCREWS THAT SECURE THE 2 RETURN AIR DAMPERS TO THE FRAME.
 STEP 4. PULL BOTTOM OF DAMPER OUT ABOUT 1-1/2 INCH AND SLIDE DAMPER DOWN AND OUT.
 STEP 5. REMOVE THE 8 SCREWS FROM FRESH AIR DAMPERS AND REMOVE DAMPERS AND INSECT SCREENS FROM INSIDE OF UNIT.
 NOTE: INSTALL DAMPERS IN REVERSE ORDER OF STEPS ABOVE.

Figure 14. Dampers, Removal And Installation.



- STEP 1. REMOVE TOP PANEL (FIG. 13).
- STEP 2. REMOVE SET SCREW FROM DAMPER CONTROL KNOB AND REMOVE KNOB AND RETAINER NUT FROM THE CONTROL MECHANISM.
- STEP 3. PUSH CONTROL MECHANISM THROUGH HOLE IN DAMPER CONTROL BOX.
- STEP 4. LOOSEN THE 3 CABLE RETAINERS AND 2 CLAMP SCREWS AND REMOVE DAMPER CONTROL CABLE FROM UNIT.
- NOTE: INSTALL DAMPER CONTROLS IN REVERSE ORDER OF STEPS ABOVE. REMOVE AND INSTALL OTHER DAMPER CONTROL IN SAME MANNER.
- NOTE: ON INSTALLATION, CONNECT CABLE SO THAT, WITH CONTROL KNOB AT MINIMUM, FRESH AIR DAMPER IS FULLY CLOSED AND RETURN-AIR DAMPER IS FULLY OPEN. (VICE-VERSA WHEN CONTROL KNOB IS AT MAXIMUM.)

Figure 15. Damper Controls, Removal And Installation.

Section VIII. EVAPORATOR AND CONDENSER FANS AND MOTORS

56. General

This section contains the maintenance in-

structions for the evaporator fans and motor and the condenser fans and motor.

57. Evaporator Fans and Motor

a. Removal and Installation. Remove and install the evaporator fans and motor as shown by figure 16.

b. Testing. Test the motor for continuity and shorts with a multimeter. Replace a defective motor.

58. Condenser Fans and Motor

a. Removal and Installation. Remove and install the condenser fans and motor as shown by figure 17.

b. Testing. Test the motor for continuity and shorts with a multimeter. Replace a defective motor.

Section IX. ELECTRICAL SYSTEM

59. General

This section contains the general information for the electrical system, including switch, thermostat, control box, relay, motor contactor, terminal board, and wiring harnesses.

Caution: All testing and other work to the electrical system must be done with power plug disconnected.

60. Control Box, Rotary Control Switch, and Thermostat

a. Adjust thermostat by turning adjusting knob as shown by figure 18.

b. Remove and install the control box, rotary control switch, and thermostat as shown by figure 18.

61. Electrical Junction Box

Remove and install the electrical junction box as shown by figure 19.

62. Circuit Breaker

a. Testing. Use a multimeter and test between terminals 1 and 4, 2 and 5, and 3 and 6 with the circuit breaker in the ON position. If continuity does not exist in any of the three test positions the circuit breaker is defective.

b. Removal and Installation. Remove and install the circuit breaker as shown by figure 20.

63. Motor Contactors and Thermal Delay Switch

a. Testing. Test across each of the three motor contactors with a multimeter set on

continuity. Continuity should not be indicated in any of the test positions except between terminals 4 and 8 of the compressor motor contactor. If continuity does not exist across terminals 4 and 8 of the compressor motor contactor, the thermal delay switch is defective and must be replaced. Check motor contactor coil continuity. Replace motor contactor if defective.

b. Removal and Installation. Remove and install the contactors and relay as shown by figures 20, 21 and 22.

c. Contacts Replacement. Replace the contacts and coil as shown by figures 21 and 22.

d. Thermal Delay Switch Adjustment. Make timing adjustment as shown by figure 23.

64. Terminal Board

Remove and install the terminal board as shown by figure 20.

65. Solenoid Valve Coil

a. Testing. Test the solenoid coil for continuity and shorts with a multimeter. Replace defective coil.

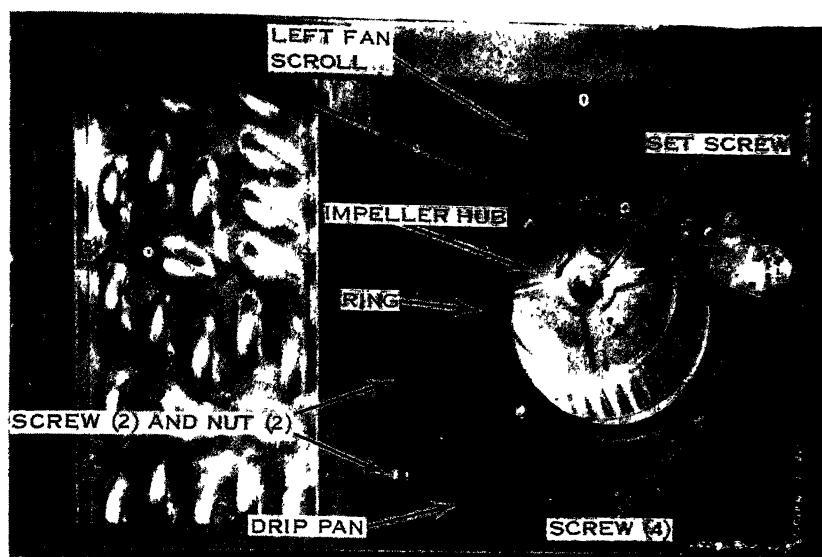
b. Removal and Installation. Remove and install the solenoid valve coil as shown by figure 24.

66. Main Power Connector and Box

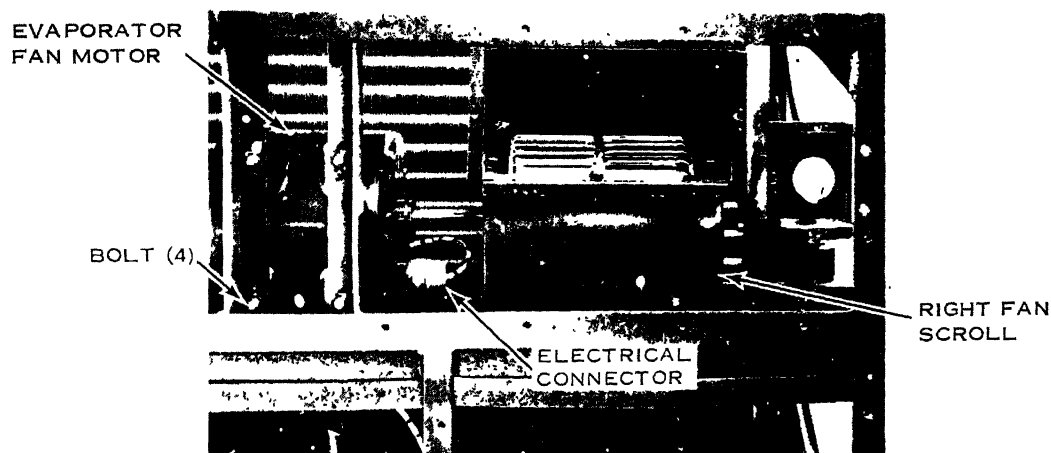
Remove and install the main power connector and box as shown by figure 25.

67. Wiring Harnesses

a. General. Except for connecting wires attached to miscellaneous components, the complete wiring system is composed of two main harnesses. Each harness is individually replaceable.

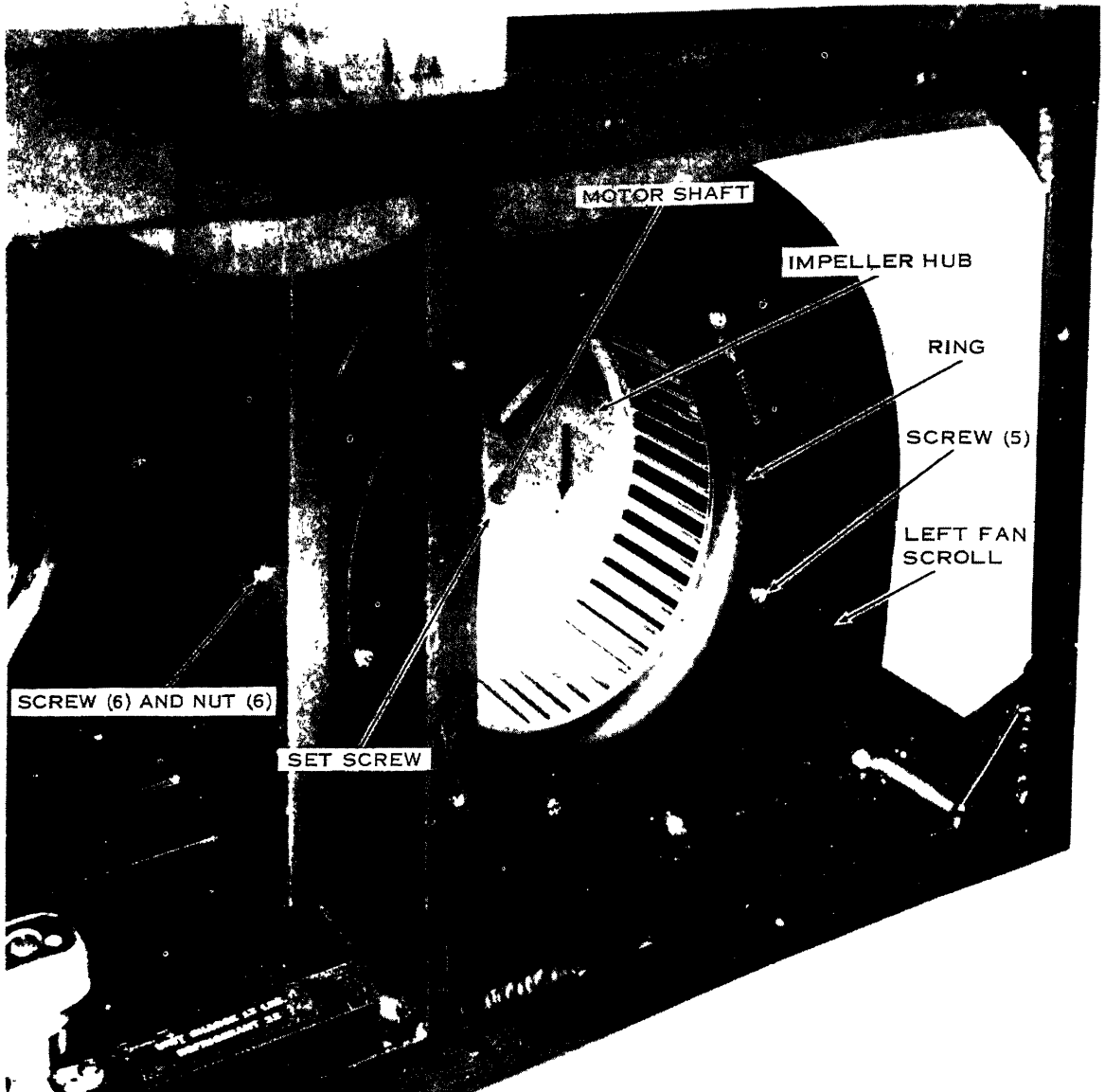


- STEP 1. REMOVE TOP PANEL AND EVAPORATOR FAN OUTLET SCREENS (FIG. 13).
- STEP 2. LOOSEN SET SCREW IN HUBS OF BOTH IMPELLERS.
- STEP 3. REMOVE 4 SCREWS THAT SECURE THE OUTER LEFT RING TO THE SCROLL AND REMOVE THE RING.
- STEP 4. SLIDE LEFT IMPELLER OFF MOTOR SHAFT.
- STEP 5. REMOVE THE 2 SCREWS AND NUTS THAT SECURE THE LEFT FAN SCROLL BRACKETS TO THE DRIP PAN AND REMOVE LEFT SCROLL AND IMPELLER.



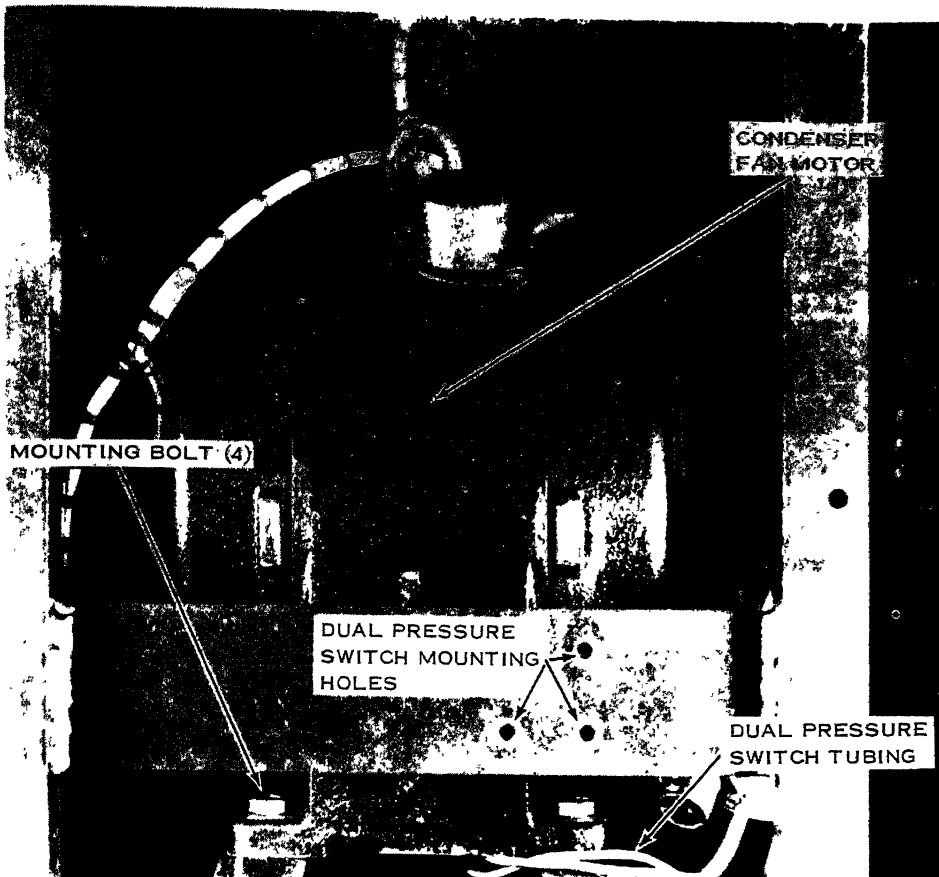
- STEP 6. DISCONNECT ELECTRICAL CONNECTOR, REMOVE 4 MOTOR MOUNTING BOLTS, AND REMOVE MOTOR.
- CAUTION: BE CAREFUL TO SUPPORT MOTOR DURING REMOVAL TO AVOID DAMAGING FANS.
- STEP 7. REMOVE THE 2 SCREWS AND NUTS THAT SECURE THE RIGHT FAN SCROLL TO DRIP PAN AND REMOVE THE RIGHT FAN SCROLL AND IMPELLER.
- NOTE: REVERSE THE REMOVAL PROCEDURE FOR INSTALLATION. INSTALL MOTOR SO ROTATION IS TOWARD FRONT OF UNIT AND BE SURE ARROWS ON FANS INDICATE THE SAME DIRECTION AS MOTOR ROTATES.
- NOTE: INSTALL IMPELLERS SO HUBS ARE EVEN WITH ENDS OF MOTOR SHAFT. CENTER IMPELLERS IN SCROLLS AND SPIN SHAFT TO BE SURE NO PARTS ARE RUBBING.

Figure 16. Evaporator Fans And Motor, Removal And Installation.



- STEP 1. REMOVE CONTROL BOX (FIG. 18), FRONT PANEL, AND SIDE PANELS (FIG. 13), AND JUNCTION BOX (FIG. 19).
- STEP 2. REMOVE 5 SCREWS THAT SECURE OUTER RING TO LEFT SCROLL AND REMOVE RING. REMOVE OUTER RING FROM RIGHT SCROLL IN SAME MANNER.
- STEP 3. LOOSEN SET SCREWS IN BOTH IMPELLER HUBS (RIGHT AND LEFT) AND REMOVE BOTH IMPELLERS FROM SHAFT.
- STEP 4. DISCONNECT ELECTRICAL CONNECTORS FROM FAN MOTOR AND DUAL PRESSURE SWITCH.

Figure 17. Condenser Fans And Motor, Removal And Installation (Cont'd Next Page).

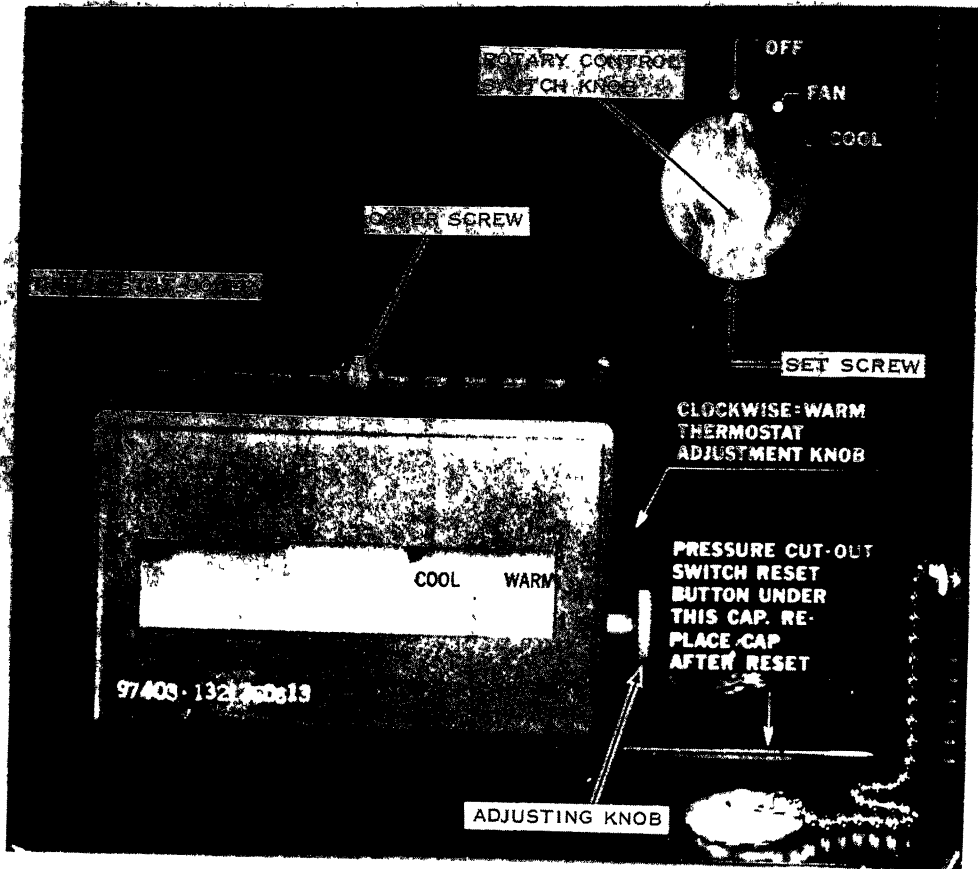


- STEP 5. REMOVE THE 6 SCREWS AND NUTS THAT SECURE THE REAR AND BOTTOM OF LEFT SCROLL TO THE UNIT, AND ROTATE SCROLL SO OUTLET POINTS TOWARD FRONT.
- STEP 6. REMOVE DUAL PRESSURE SWITCH MOUNTING SCREWS AND, BEING CAREFUL NOT TO BEND OR KINK TUBING, PLACE THE SWITCH TO ONE SIDE WHILE REMOVING MOTOR MOUNTING.
- STEP 7. REMOVE 4 MOTOR MOUNTING BOLTS.
- STEP 8. SLIDE MOTOR TOWARD FRONT SO THAT SCROLL CAN BE ROTATED FORWARD AND REMOVE LEFT SCROLL.
- STEP 9. REMOVE CONDENSER FAN MOTOR FROM LEFT SIDE OF UNIT.
- STEP 10. REMOVE THE 6 SCREWS AND NUTS THAT SECURE THE RIGHT SCROLL IN PLACE AND REMOVE RIGHT SCROLL FROM FRONT OF UNIT.
- NOTE: LEFT SCROLL AND FAN MOTOR MUST BE REMOVED BEFORE RIGHT SCROLL CAN BE REMOVED.
- NOTE: REVERSE REMOVAL PROCEDURE FOR INSTALLATION. INSTALL FAN GUARDS IN BOTTOM PANEL WHILE MOUNTING SCROLLS. ADJUST MOTOR POSITION TO CENTER IMPELLERS IN SCROLLS. ALL ARROWS SHOULD SHOW CLOCKWISE ROTATION WHEN VIEWED FROM LEFT SIDE OF UNIT. INSTALL IMPELLER HUBS SO THEY ARE EVEN WITH ENDS OF MOTOR SHAFT. ROTATE BY HAND TO ASSURE RUNNING CLEARANCE. REPLACE DUAL PRESSURE SWITCH.

Figure 17. Condenser Fans And Motor, Removal And Installation (Cont'd).

d. *Removal and Installation.* To replace the main cabinet harnesses, the front and right e panels must be removed, all clamps

opened, and components disconnected at connectors or quick disconnects. The connectors must be unmounted from the partitions where



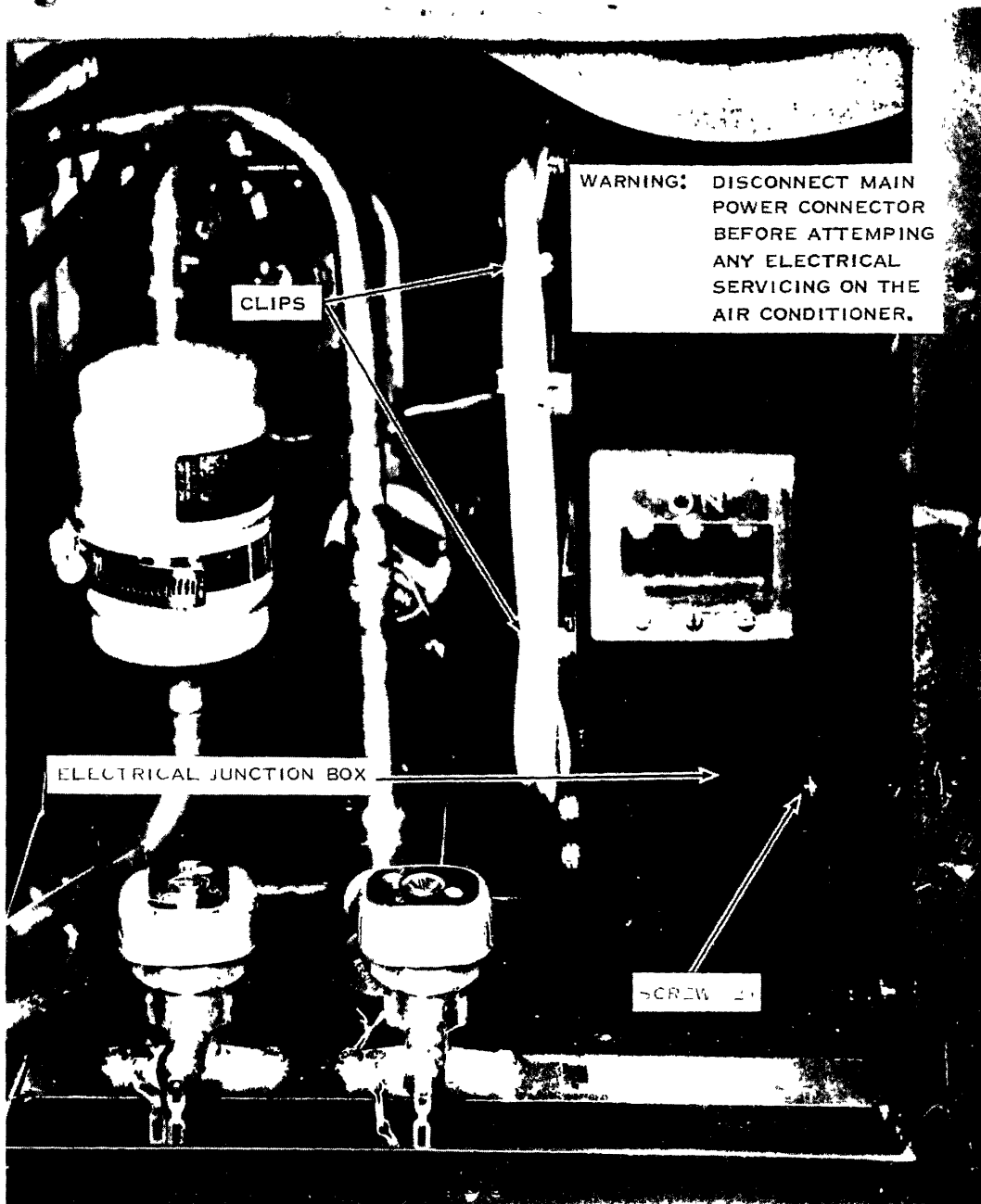
- STEP 1. REMOVE SET SCREW FROM ROTARY CONTROL SWITCH KNOB AND REMOVE KNOB. REMOVE RETAINER NUT FROM SWITCH.
- STEP 2. PULL ADJUSTING KNOB OUT OF THERMOSTAT COVER AND USE IT TO LOOSEN THE COVER SCREW. REPLACE ADJUSTING KNOB. REMOVE COVER SCREW AND REMOVE THERMOSTAT COVER.
- STEP 3. REMOVE THE 8 SCREWS (NOT SHOWN) THAT SECURE THE CONTROL BOX TO THE FRONT PANEL AND REMOVE THE CONTROL BOX.
- STEP 4. DISCONNECT ELECTRICAL CONNECTOR AT BACK OF BOX.
- STEP 5. REMOVE 8 SCREWS AT BACK OF BOX AND REMOVE BACK COVER FROM CONTROL BOX.

Figure 18. Control Box, Rotary Control Switch And Thermostat, Removal And Installation.

they are soldered to the harnesses. Replacement harnesses include all necessary connectors, disconnect parts, terminals, and switches, completely fastened in place on the wires.

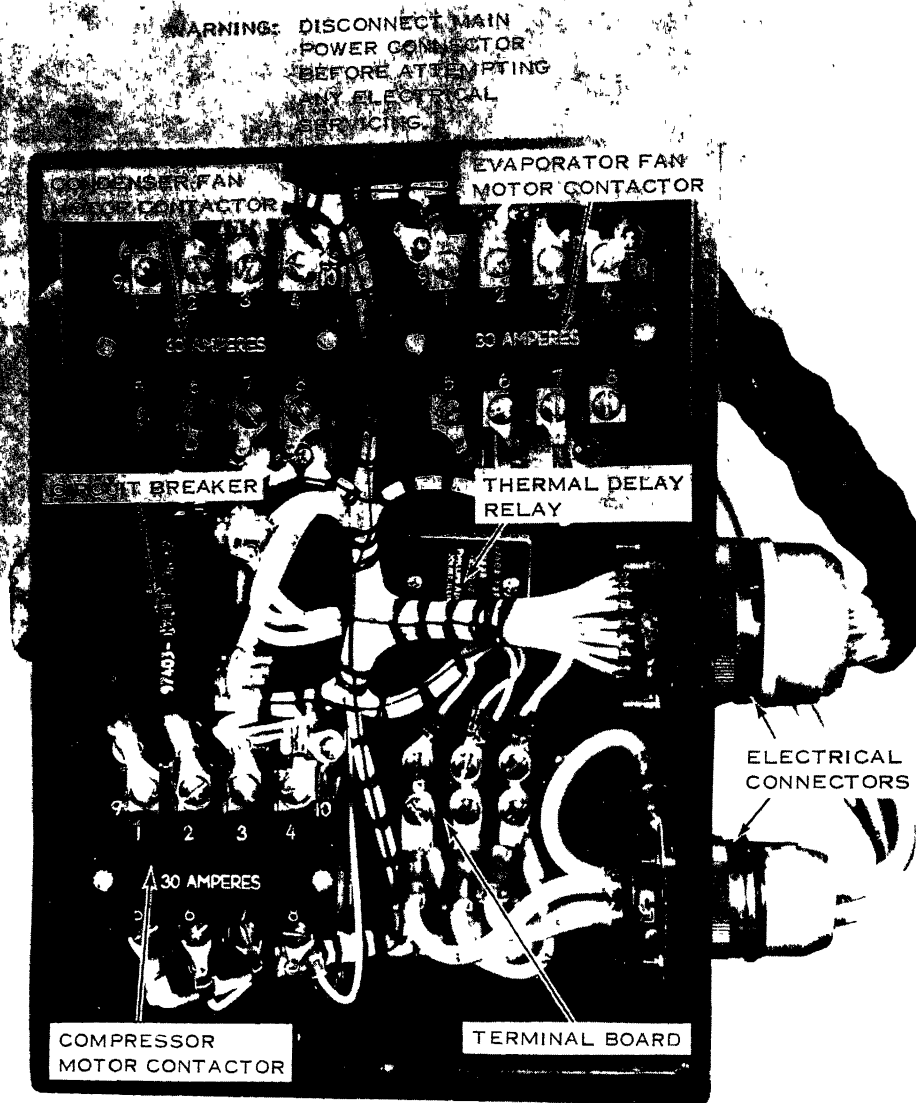
68. Evaporator Drain Hose and Connection

Remove and install the evaporator drain hose and connection as shown by figure 26.



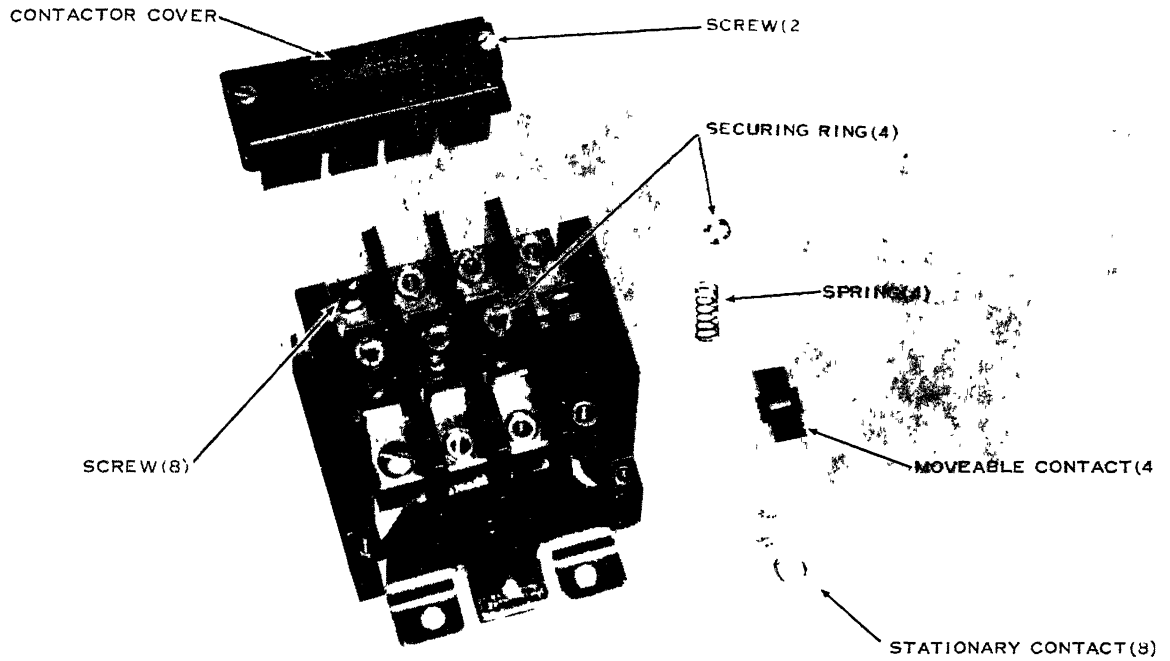
- STEP 1. REMOVE LEFT SIDE ACCESS PANEL (FIG. 15).
- STEP 2. RELEASE THE 2 PLASTIC CLIPS THAT SECURE THE WIRING HARNESSES TO THE BOX.
- STEP 3. REMOVE 2 SCREWS AND REMOVE JUNCTION BOX.

Figure 19. Electrical Junction Box, Removal And Installation.



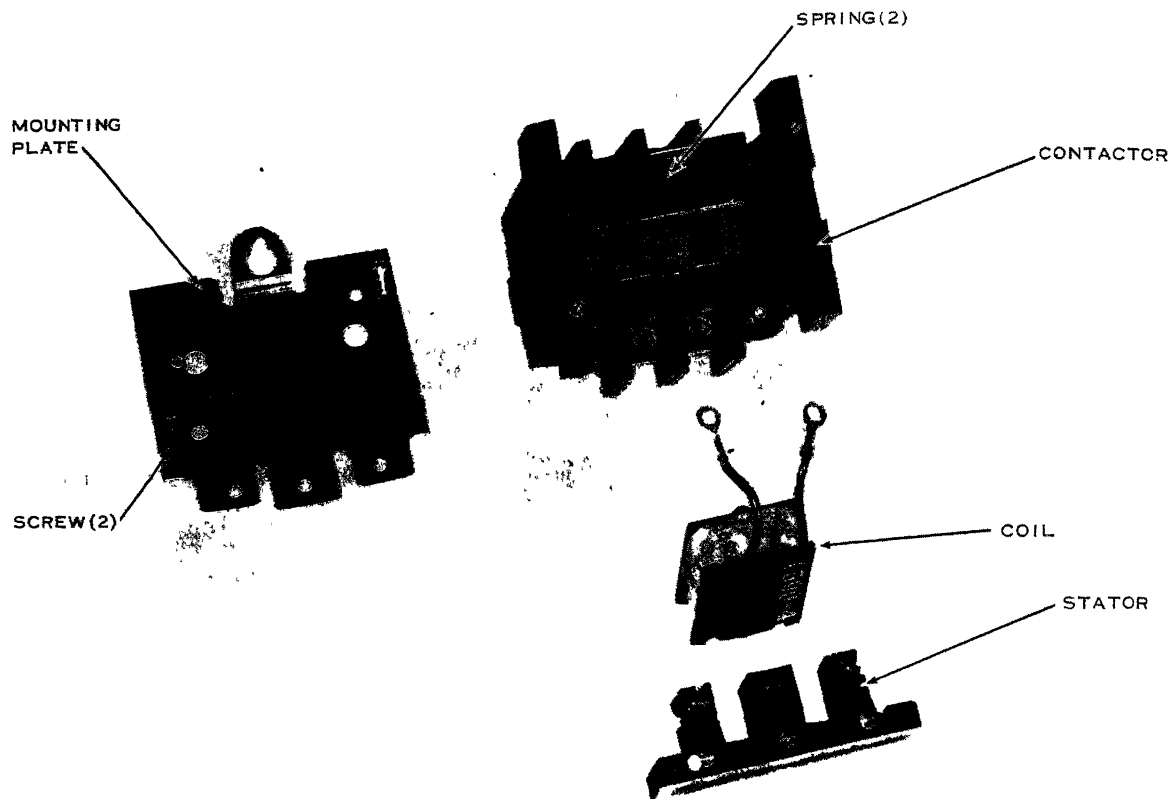
- STEP 1. REMOVE JUNCTION BOX (FIG. 19).
- STEP 2. DISCONNECT 2 ELECTRICAL CONNECTORS.
- STEP 3. TAG AND DISCONNECT ELECTRICAL LEADS AND REMOVE MOUNTING HARDWARE AS NECESSARY.

Figure 20. Junction Box Components, Removal And Installation.



- STEP 1. REMOVE COVER FROM CONTACTOR.
- STEP 2. REMOVE 4 SPRING ASSEMBLIES THAT SECURE MOVEABLE CONTACTS IN PLACE AND REMOVE 4 MOVEABLE CONTACTS.
- STEP 3. REMOVE 8 SCREWS SECURING THE STATIONARY CONTACTS IN PLACE AND REMOVE THE CONTACTS.
- NOTE: REPLACE OTHER CONTACTOR CONTACTS IN SAME MANNER.
- NOTE: REVERSE REMOVAL PROCEDURE FOR INSTALLATION.

Figure 21. Contactor Contacts Replacement.



STEP 1. REMOVE 3 SCREWS THAT SECURE CONTACTOR TO JUNCTION BOX.

STEP 2. REMOVE MOUNTING PLATE.

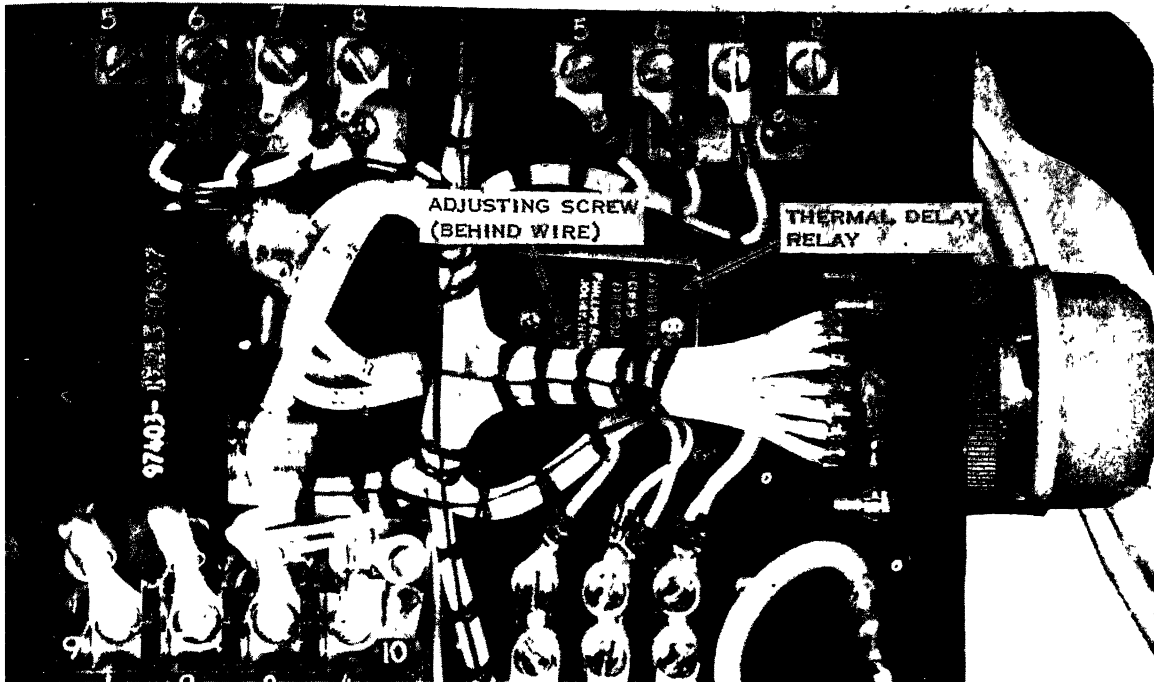
STEP 3. LIFT OUT STATOR AND COIL.

NOTE: REMOVE OTHER CONTACTOR COILS IN SAME MANNER.

NOTE: REVERSE REMOVAL PROCEDURE FOR INSTALLATION.

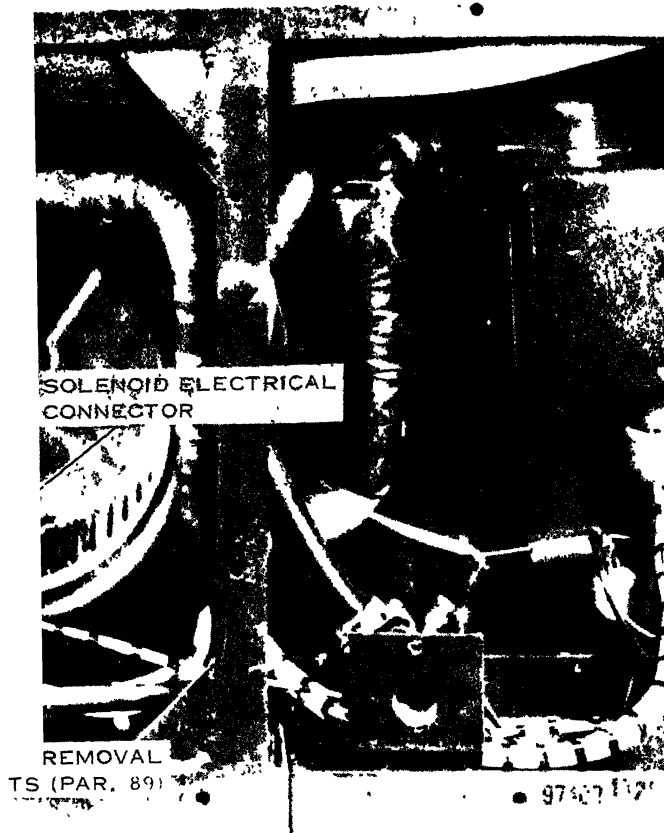
Figure 22. Contactor Coil Replacement.

WARNING: BE SURE TO USE A WELL INSULATED SCREWDRIVER WITH CAUTION WHILE ADJUSTING.



- STEP 1. REMOVE ELECTRICAL JUNCTION BOX (FIG. 19).
- STEP 2. CONNECT MAIN POWER CONNECTOR.
- STEP 3. TURN ROTARY CONTROL SWITCH TO COOL AND NOTE TIME LAPSE BETWEEN STARTING OF CONDENSER FAN AND STARTING OF COMPRESSOR. (PROPER TIME LAPSE IS FROM 4 TO 18 SECONDS).
- STEP 4. IF TIME LAPSE IS LESS THAN 4 SECONDS, TURN CONTROL SWITCH OFF AND TURN TIME DELAY ADJUSTING SCREW ONE TURN COUNTERCLOCKWISE.
- STEP 5. WAIT 3 MINUTES AND REPEAT STEP 3. IF TIME LAPSE IS MORE THAN 18 SECONDS, TURN ADJUSTING SCREW ONE TURN CLOCKWISE.
- STEP 6. WAIT 3 MINUTES AND REPEAT STEP 3. CONTINUE ADJUSTING UNTIL PROPER TIME LAPSE IS REACHED.
- NOTE: PROPER TIME LAPSE AT 150° IS 7 SECONDS ± 3 , AT 100° IT IS 10 SECONDS ± 3 , AND AT 50°, IT IS 15 SECONDS ± 3 .
- STEP 7. UNPLUG POWER CONNECTOR AND INSTALL ELECTRICAL JUNCTION BOX (FIG. 19).

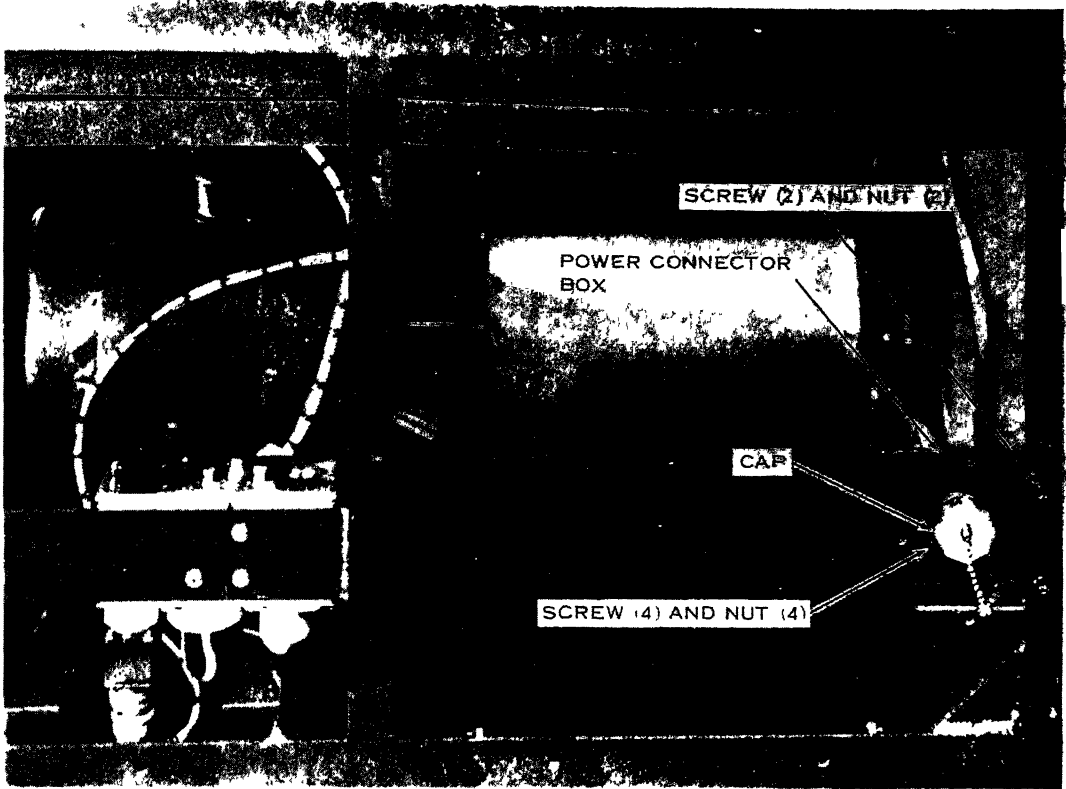
Figure 23. Thermal Delay Switch Adjustment.



- STEP 1. DISCONNECT AIR CONDITIONER MAIN POWER CONNECTOR.
- STEP 2. REMOVE RIGHT SIDE PANEL (FIG. 13).
- STEP 3. DISCONNECT SOLENOID ELECTRICAL CONNECTOR.
- STEP 4. TEST FOR SOLENOID COIL CONTINUITY WITH MULTIMETER.
- STEP 5. TO REMOVE COIL, REMOVE NUT, WASHER NAMEPLATE AND LIFT COVER AND COIL FROM SOLENOID BODY.

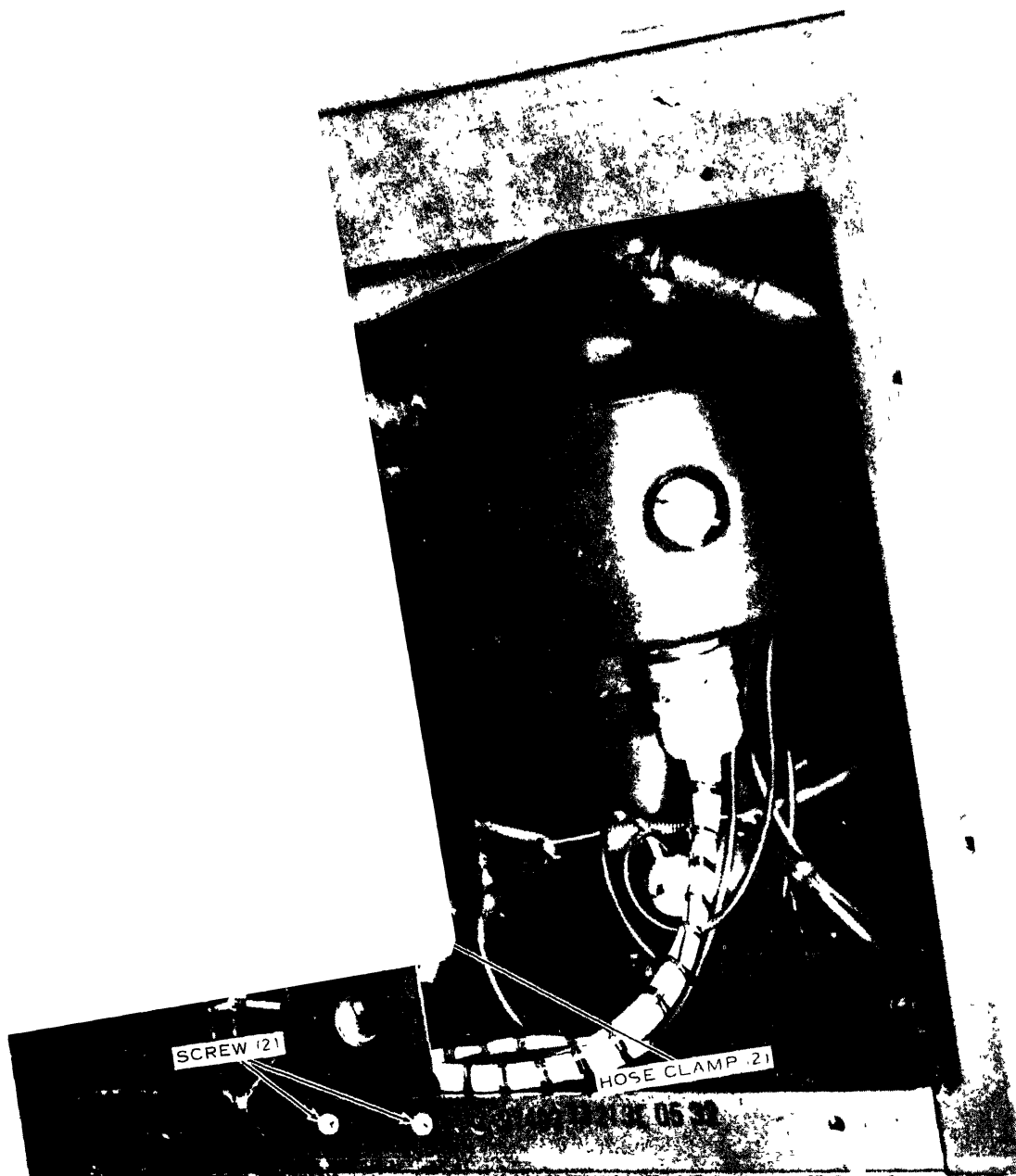
NOTE: REVERSE PROCEDURE FOR INSTALLATION.

Figure 24. Solenoid Valve And Coil, Testing And Installation.



- STEP 1. REMOVE FRONT PANEL FIG. 13).
- STEP 2. REMOVE 2 SCREWS AND NUTS AND REMOVE BOX FROM FRAME.
- STEP 3. UNSCREW CAP.
- STEP 4. REMOVE 4 SCREWS AND NUTS AND REMOVE THE POWER CONNECTOR FROM THE BOX.
- NOTE. REVERSE PROCEDURE FOR INSTALLATION.

Figure 25. Main Power Connector And Box, Removal And Installation.



- STEP 1. REMOVE RIGHT SIDE PANEL FIG. 14
- STEP 2. DISCONNECT DRAIN HOSES BY REMOVING BOTH CLAMPS.
- STEP 3. REMOVE 2 SCREWS AND REMOVE CONNECTOR PANEL FROM FRAME.
- NOTE: REVERSE PROCEDURE FOR INSTALLATION

Figure 26. Evaporator Drain Hose And Connection, Removal And Installation.

CHAPTER 4

FIELD AND DEPOT MAINTENANCE INSTRUCTIONS

Section I. GENERAL

7. Scope

These instructions are published for the use of direct and general support and depot maintenance personnel maintaining the air conditioning unit. They provide information on the maintenance of the equipment, which is beyond the scope of the tools, equipment, personnel, or supplies normally available to field organizations.

8. Record and Report Forms

Refer to paragraph 2.

71. Description

For a complete description of the air conditioner see paragraph 3.

72. Tabulated Data

General. This paragraph contains all the overhaul data pertinent to direct and general support and depot maintenance personnel. Refer to figure 5 for wiring diagram of the air conditioning unit, and to figure 27 for the unit flow diagram.

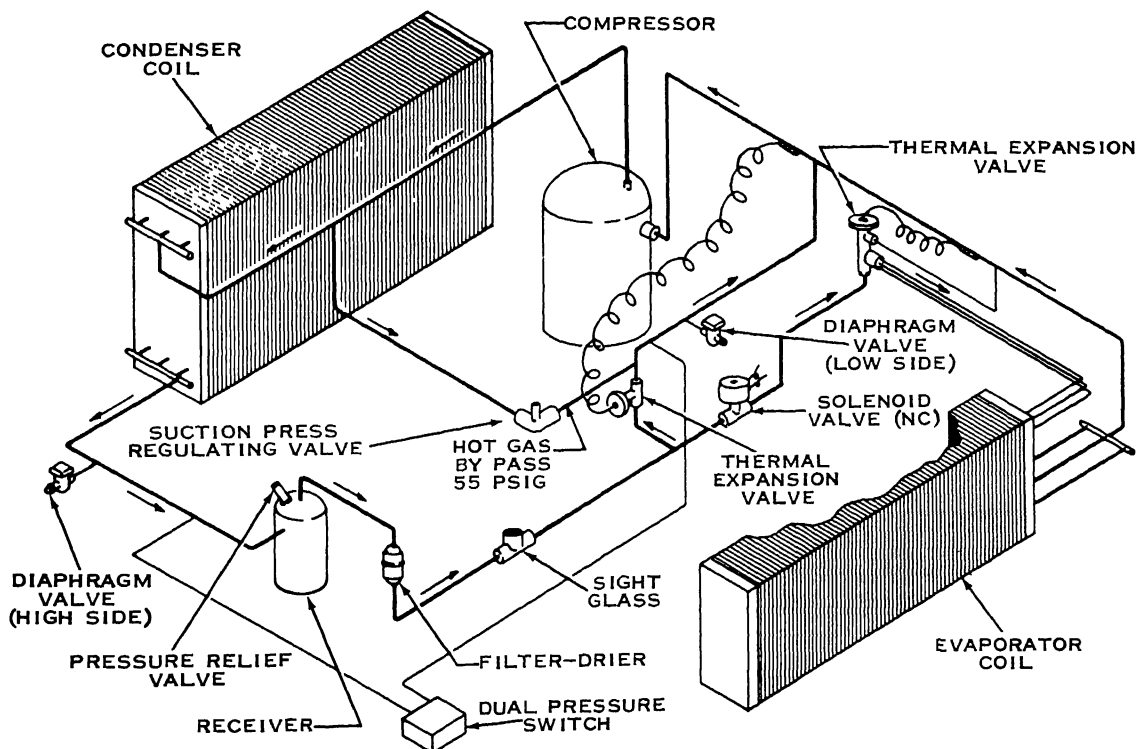


Figure 27. Refrigerant Flow Diagram.

CHAPTER 5

GENERAL MAINTENANCE INSTRUCTIONS

Section I. SPECIAL TOOLS AND EQUIPMENT

. Special Tools and Equipment

No special tools and equipment are required for servicing or repair operations on the air conditioner.

75. Specially Designed Tools and Equipment

There are no specially designed tools or equipment required for the maintenance of this air conditioner.

. Direct and General Support and Depot Maintenance Repair Parts

This paragraph is not applicable.

Section II. TROUBLESHOOTING

. General

Refer to paragraphs 33 through 49 for in-

formation useful in diagnosing and correcting unsatisfactory operation or failure of the air conditioner or any of its components.

Section III. REMOVAL AND INSTALLATION OF MAJOR COMPONENTS

. General

This section provides instructions for the removal and installation of the frame, motors, fan, compressor, solenoid, valves, sight glass, receiver, and coils as prescribed by the maintenance allocation chart, Appendix II. Refer to Chapter 6 which covers general refrigerant system repairs.

80. Condenser Motor

Remove and install the condenser motor as shown by figure 17.

81. Evaporator Motor

Remove and install the evaporator motor as shown by figure 16.

82. Compressor

Remove and install the compressor as shown by figure 28.

83. Solenoid Valve

Remove, install, and test the solenoid valve as shown by figure 24.

. Frame Assembly

To gain access to the frame assembly, remove and install housing panels and grilles shown by figure 13.

. Data Plates

Remove and install data plates as necessary, using new rivets to fasten new data plates.

84. Expansion Valve

Remove, install, and adjust the expansion valve as shown by figure 29.

85. Service Valves

Remove and install the service valves as shown by figure 30.

86. Sight Glass

Remove and install sight glass as shown by figure 32.

87. Receiver, Clamp and Relief Valve

Remove and install receiver and associated parts as shown by figure 31.

88. Condenser

Remove and install the condenser as shown by figure 33.

89. Dehydrator

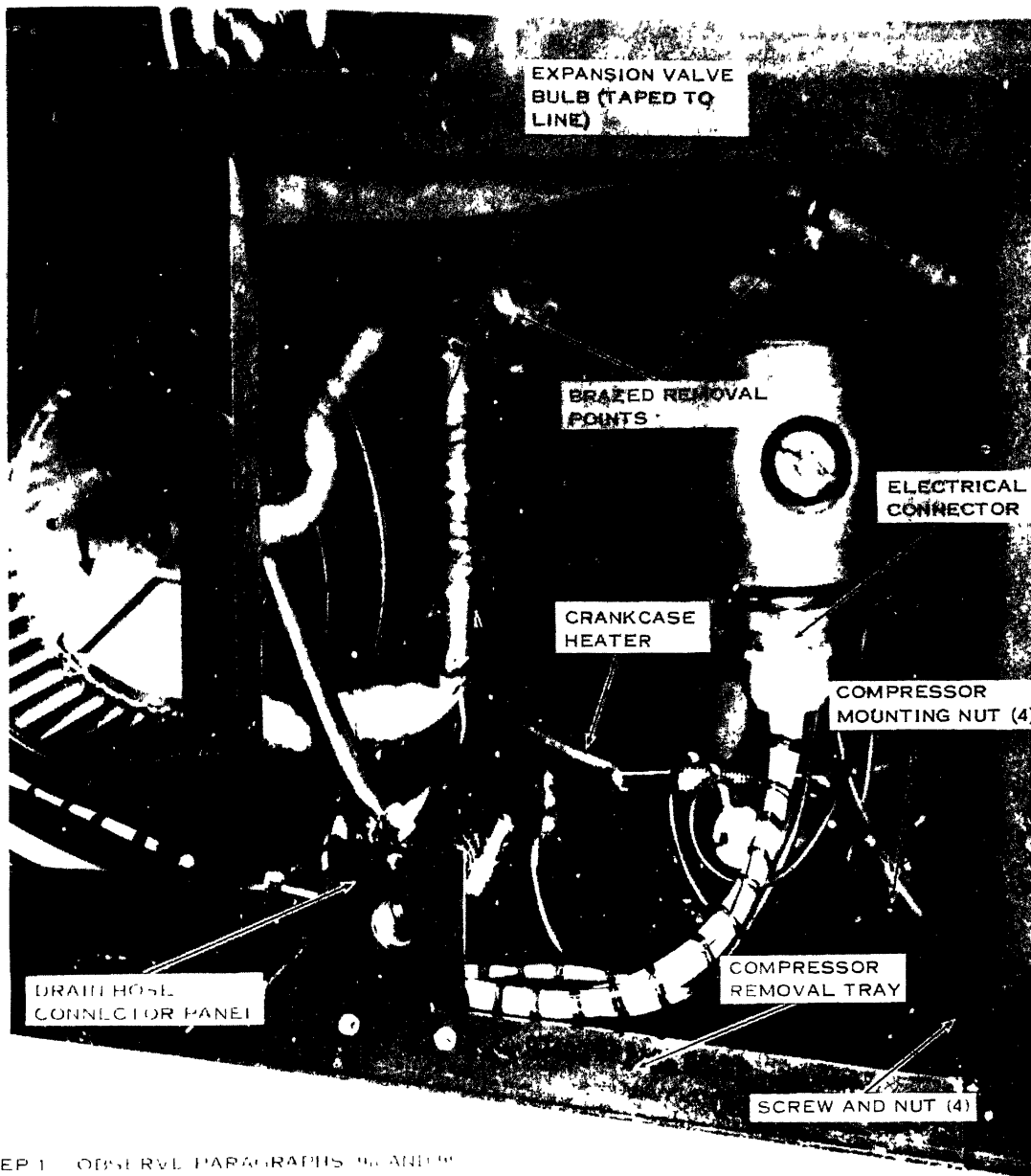
Remove and install the dehydrator as shown by figure 34.

90. Evaporator

Remove and install the evaporator as shown by figure 35.

91. Dual Pressure Switch

Remove, install and adjust the dual pressure switch as shown by figure 36.



- STEP 1. OBSERVE PARAGRAPHS 96 AND 97.
- STEP 2. DISCONNECT TUBING AND REMOVE CRANKCASE HEATER.
- STEP 3. REMOVE EVAPORATOR DRAIN HOSE FROM CRANKCASE HEATER AND PLACE DRAIN HOSE AWAY FROM TOP OF AREA.
- STEP 4. DISCONNECT ELECTRICAL CONNECTOR AT COMPRESSOR JUNCTION BOX AND PLACE ELECTRICAL CABLE AWAY FROM COMPRESSOR AREA.
- STEP 5. REMOVE TAPE FROM SUCTION LINE TUBING AND PLACE VALVE SAMPLING TUBE TO ONE SIDE, TAKING CARE NOT TO LINE THE TUBING.
- STEP 6. UNBRAZE TUBING AT REMOVAL POINTS INDICATED (SEE PAR. 96).
- STEP 7. REMOVE COMPRESSOR TRAY FROM FRAMING.
- STEP 8. REMOVE COMPRESSOR FROM TRAY.
- STEP 9. PREPARE NEW COMPRESSOR FOR INSTALLATION (PAR. 99).
- INSTALL NEW COMPRESSOR BY REVERSING ABOVE ORDER OF REMOVAL.

CAUTION: OBSERVE PARAGRAPH 96 WHEN MAKING REFRIGERANT CONNECTIONS.

Figure 28. Compressor Removal And Installation.



REMOVAL

STEP 1. REMOVE RIGHT SIDE PANEL (FIG. 13).

STEP 2. DISCHARGE REFRIGERANT (PAR. 94 AND OBSERVING PARAGRAPH 96, UNBRAZE THE VALVE AT JOINTS.

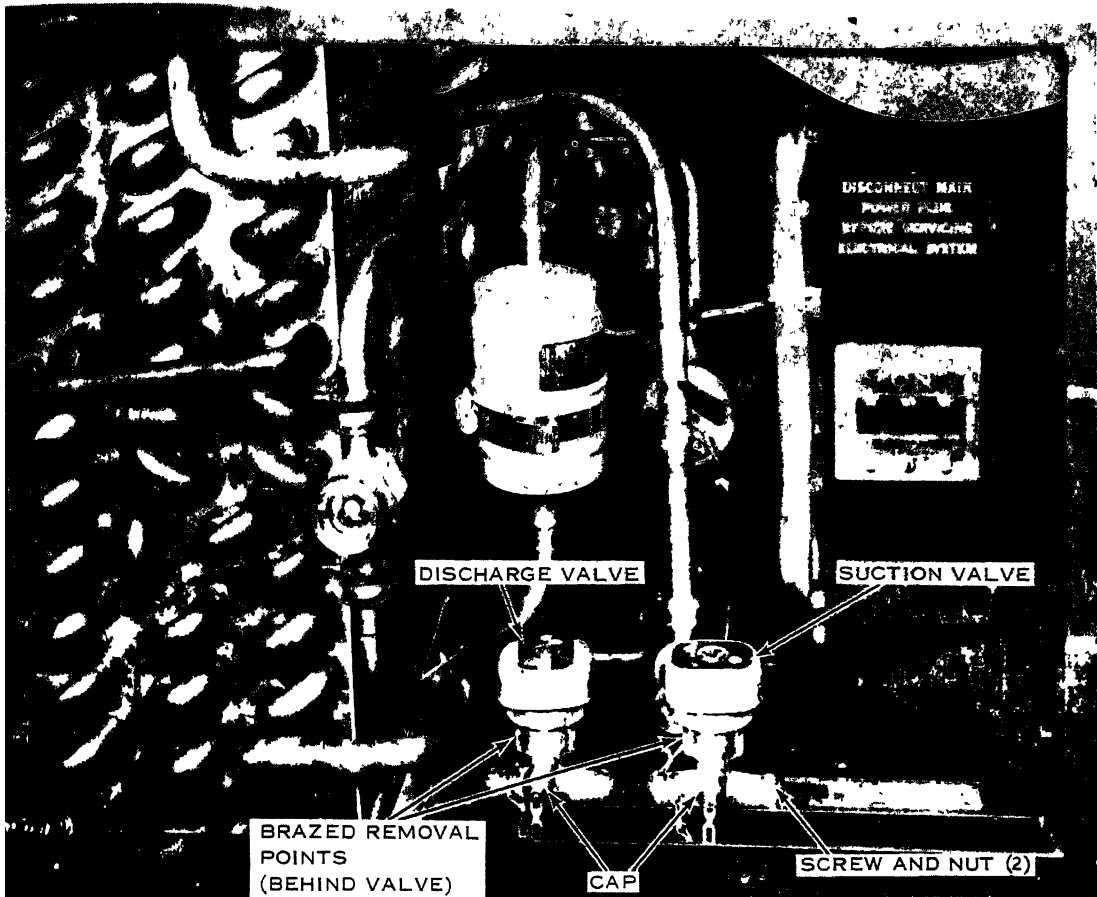
STEP 3. DISCONNECT EXPANSION VALVE BULB FROM SUCTION LINE TUBING BY REMOVING TAPE

STEP 4. UNBRAZE DISTRIBUTOR.

INSTALL NEW VALVE IN REVERSE ORDER.

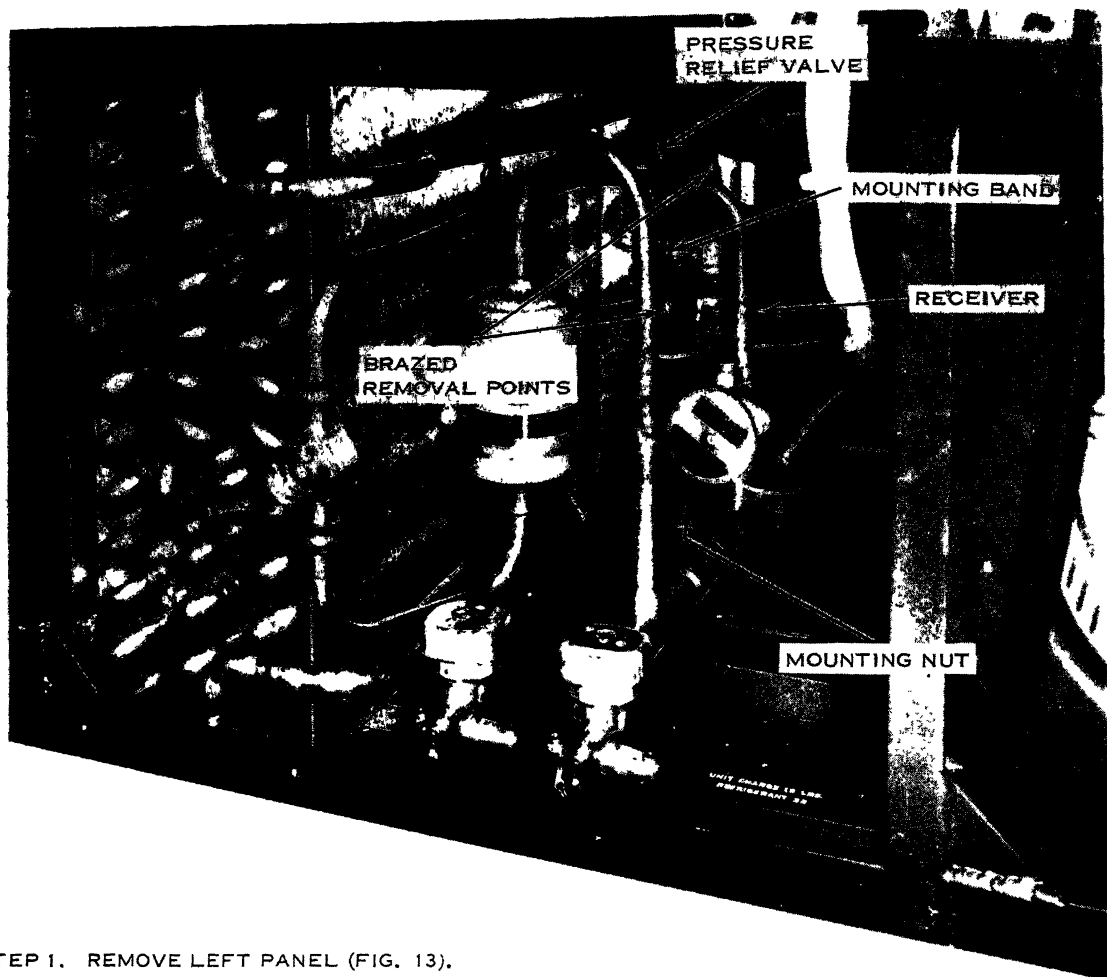
ADJUST THE VALVE BY REMOVING THE CAP AND TURNING THE SLOTTED ADJUSTMENT STEM. TURN COUNTERCLOCKWISE TO INCREASE FLOW AND LOWER EVAPORATOR TEMPERATURE. OPPOSITE MOVEMENT WILL GIVE OPPOSITE RESULTS. TURN NO MORE THAN TWO TURNS AT A TIME. ALLOW ABOUT 30 MINUTES FOR BALANCE TO TAKE PLACE AFTER EACH ADJUSTMENT.

Figure 29. Expansion Valve, Adjustment, Removal And Installation.



- EP 1. REMOVE ACCESS PANEL (FIG. 13).
 - EP 2. DISCHARGE REFRIGERANT (PAR. 94).
 - EP 3. REMOVE SCREWS AND NUTS WHICH FASTEN VALVE TO FRAME.
 - EP 4. OBSERVING PARAGRAPH 96, UNBRAZE TUBING FROM VALVE.
- TALL VALVE IN REVERSE ORDER.

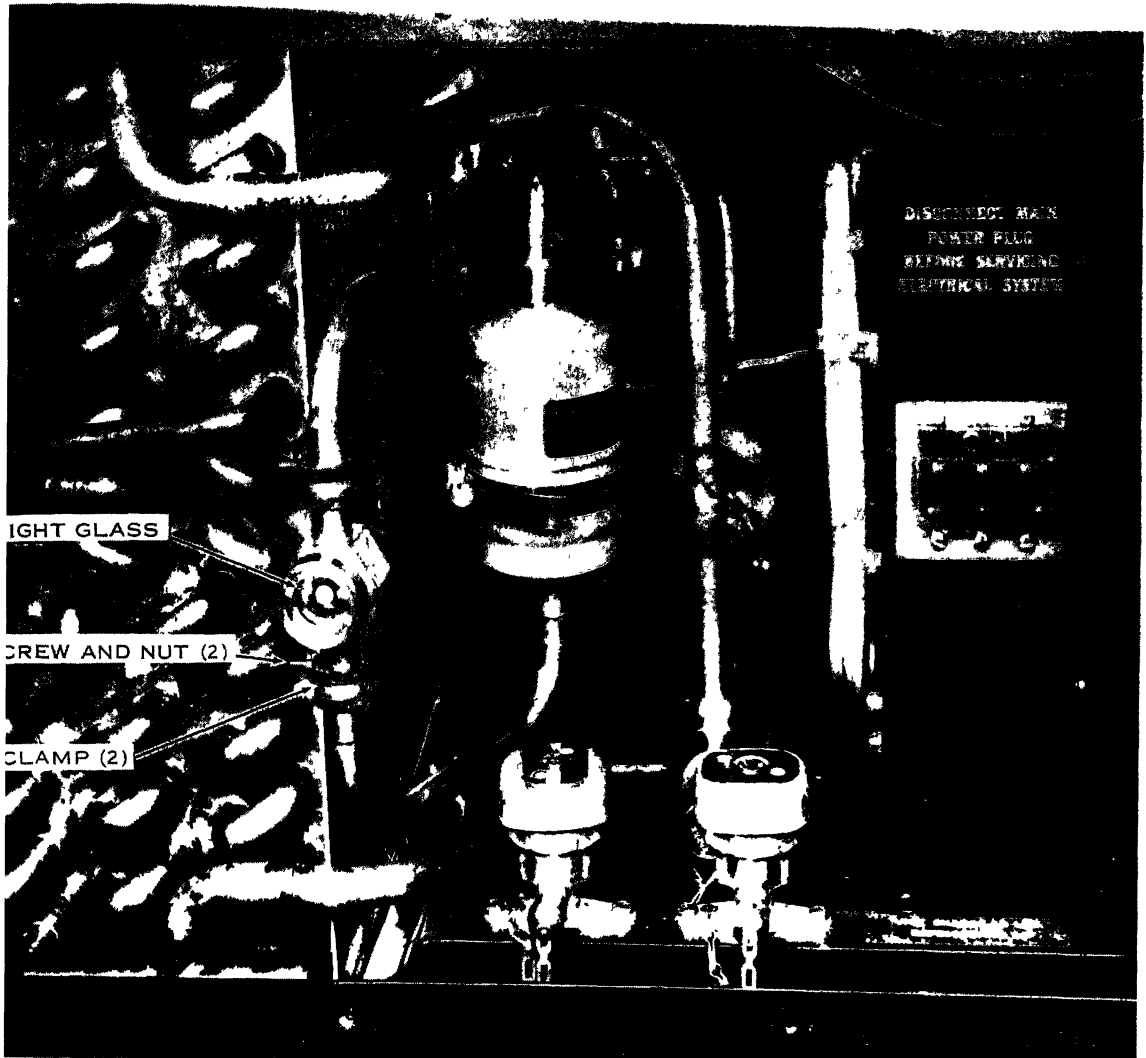
Figure 30. Service Valves, Removal And Installation.



- STEP 1. REMOVE LEFT PANEL (FIG. 13).
- STEP 2. DISCHARGE REFRIGERANT (PAR. 94).
- STEP 3. REMOVE PRESSURE RELIEF VALVE BY USING WRENCH TO UNSCREW IT FROM RECEIVER (COUNTERCLOCKWISE).
- STEP 4. OBSERVING PARAGRAPH 96, UNBRAZE INLET AND OUTLET TUBING AND REMOVE FROM RECEIVER.
- STEP 5. REMOVE BOTTOM MOUNTING NUT AND MOUNTING BAND TO FREE RECEIVER FOR REMOVAL FROM UNIT.

INSTALL RECEIVER OR PRESSURE RELIEF VALVE BY REVERSING THE ABOVE ORDER.

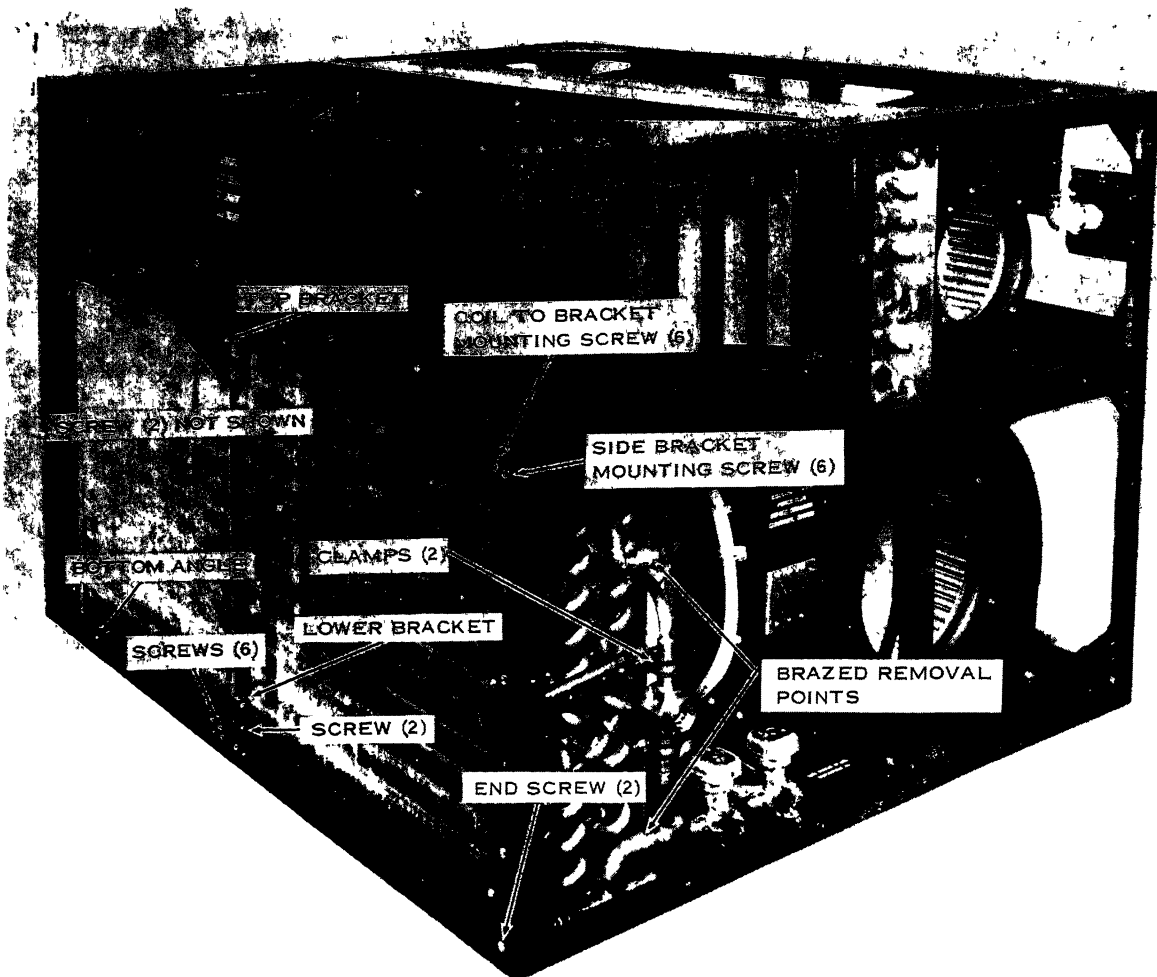
Figure 31. Receiver Or Pressure Relief Valve, Removal And Installation.



- STEP 1. REMOVE LEFT SIDE PANEL OF UNIT (FIG. 13).
- STEP 2. DISCHARGE REFRIGERANT (PAR. 94).
- STEP 3. REMOVE CLAMPS AT SIGHT GLASS.
- STEP 4. OBSERVING PARAGRAPH 96, UNBRAZE JOINTS AT SIGHT GLASS AND REMOVE SIGHT GLASS.

INSTALL SIGHT GLASS BY REVERSING THE ABOVE ORDER OF PROCEDURE.

Figure 32. Sight Glass, Removal And Installation.



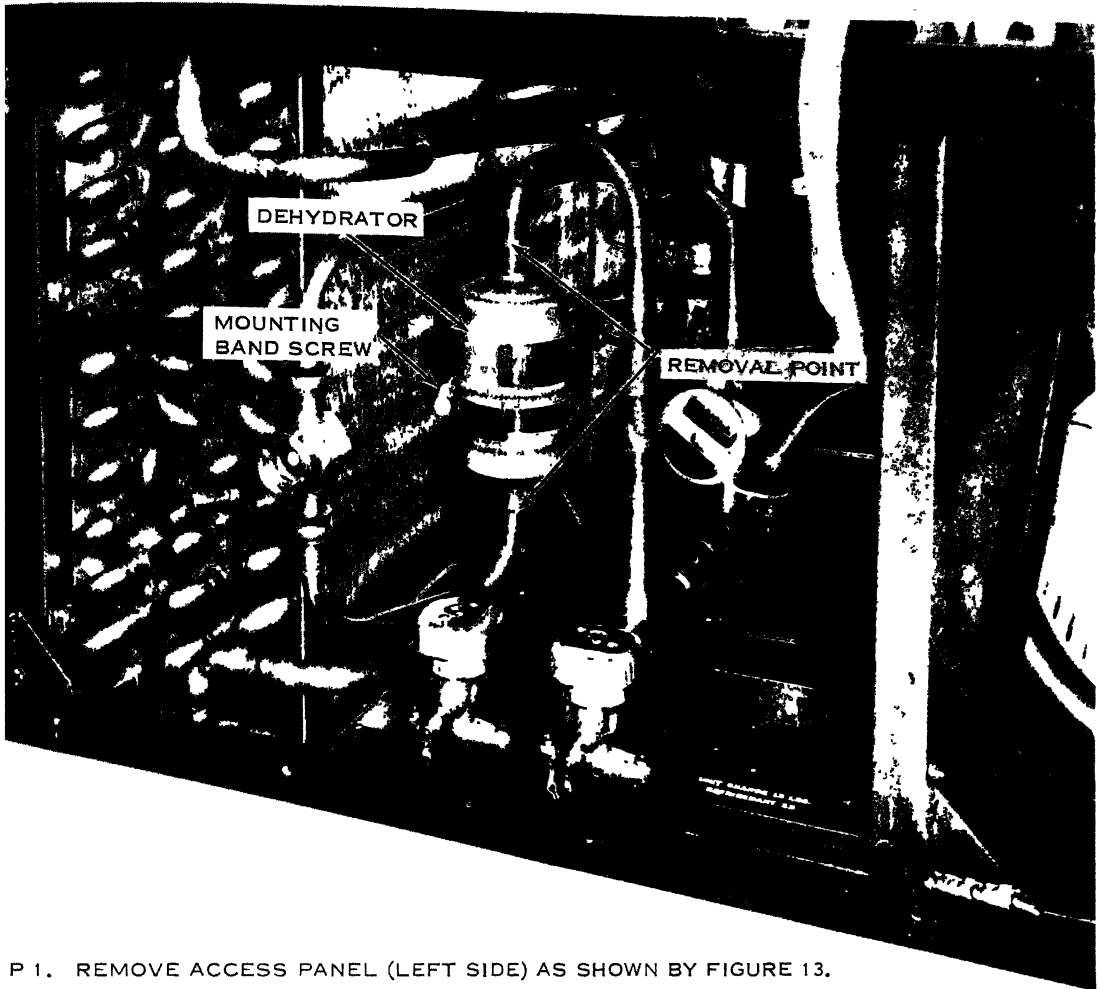
- STEP 1. REMOVE REAR GRILLE AND ACCESS PANEL (FIG. 13).
- STEP 2. DISCHARGE THE SYSTEM AS DESCRIBED IN PARAGRAPH 54.
- STEP 3. OBSERVING INSTRUCTIONS IN PARAGRAPH 96, UNBRAZE TUBING CONNECTIONS INDICATED AS 'REMOVAL POINTS' ABOVE.
- STEP 4. REMOVE TOP BRACKET SCREWS, LOWER BRACKET SCREWS, AND MOUNTING SCREWS AT EACH END OF THE COIL.
- STEP 5. REMOVE SCREWS AND NUTS FROM SIGHT GLASS CLAMPS.
- STEP 6. REMOVE 2 END SCREWS FROM BOTTOM ANGLE PIECE.
- STEP 7. LOOSEN 6 SCREWS (NOT SHOWN) WHICH SECURE BOTTOM ANGLE TO BOTTOM PANEL, AND REMOVE THE ANGLE PIECE.
- STEP 8. REMOVE COIL FROM UNIT.

CLEAN ACCUMULATED DUST AND DIRT FROM COIL WITH COMPRESSED AIR.

INSPECT COILS, FINS, AND ALL HARDWARE FOR DEFECTS OR DAMAGE. REPLACE DAMAGED OR DEFECTIVE PARTS.

INSTALL COIL IN REVERSE ORDER OF REMOVAL.

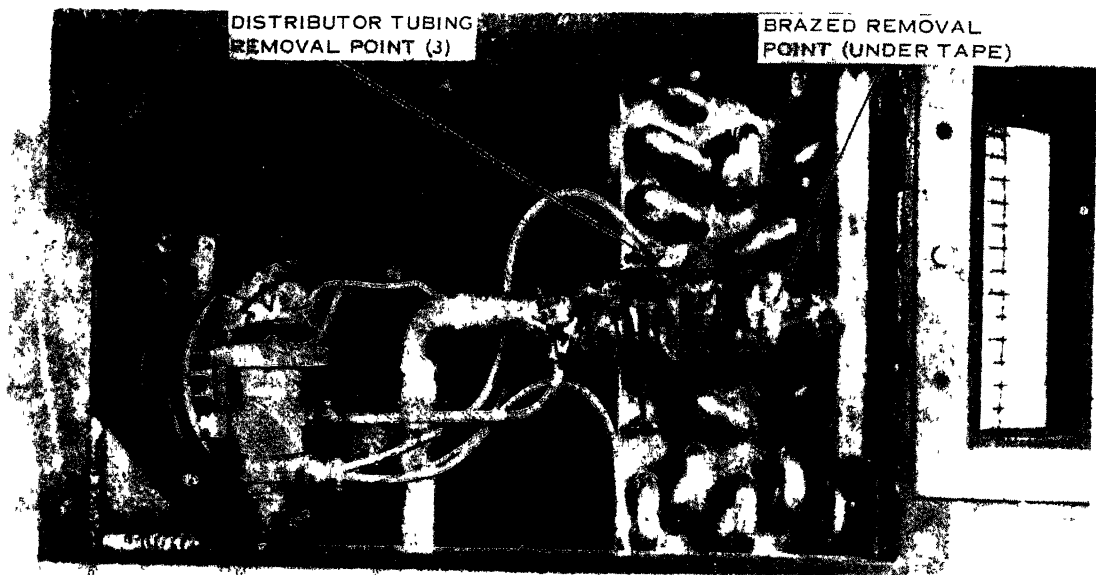
Figure 33. Condenser Coil, Removal And Installation.



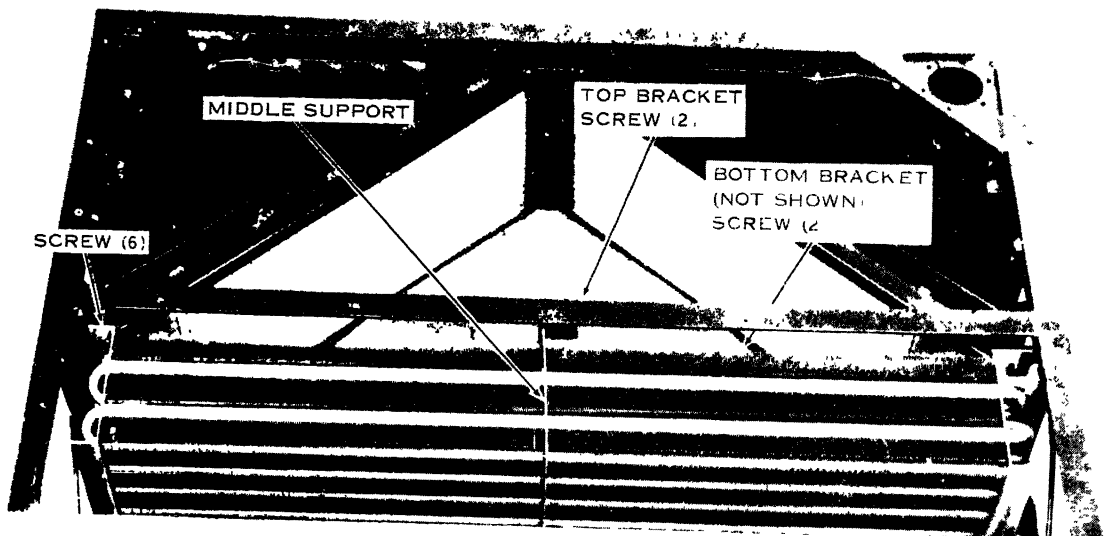
- P 1. REMOVE ACCESS PANEL (LEFT SIDE) AS SHOWN BY FIGURE 13.
- P 2. DISCHARGE THE SYSTEM AS DESCRIBED IN PARAGRAPH 94.
- P 3. OBSERVING INSTRUCTIONS IN PARAGRAPH 96, UNBRAZE TUBING CONNECTIONS INDICATED AS "REMOVAL POINTS" ABOVE.
- P 4. REMOVE MOUNTING BAND FROM DEHYDRATOR AND REMOVE DEHYDRATOR FROM UNIT.

TALL DEHYDRATOR IN REVERSE ORDER OF REMOVAL.

Figure 34. Dehydrator, Removal And Installation.



- STEP 1. REMOVE UNIT TOP AND SIDE PANELS (FIG. 13).
 STEP 2. DISCHARGE THE SYSTEM AS DESCRIBED IN PARAGRAPH 94.
 STEP 3. OBSERVING INSTRUCTIONS IN PARAGRAPH 96, UNBRAZE ALL TUBING CONNECTIONS INDICATED AS "REMOVAL POINTS" IN ABOVE ILLUSTRATION.



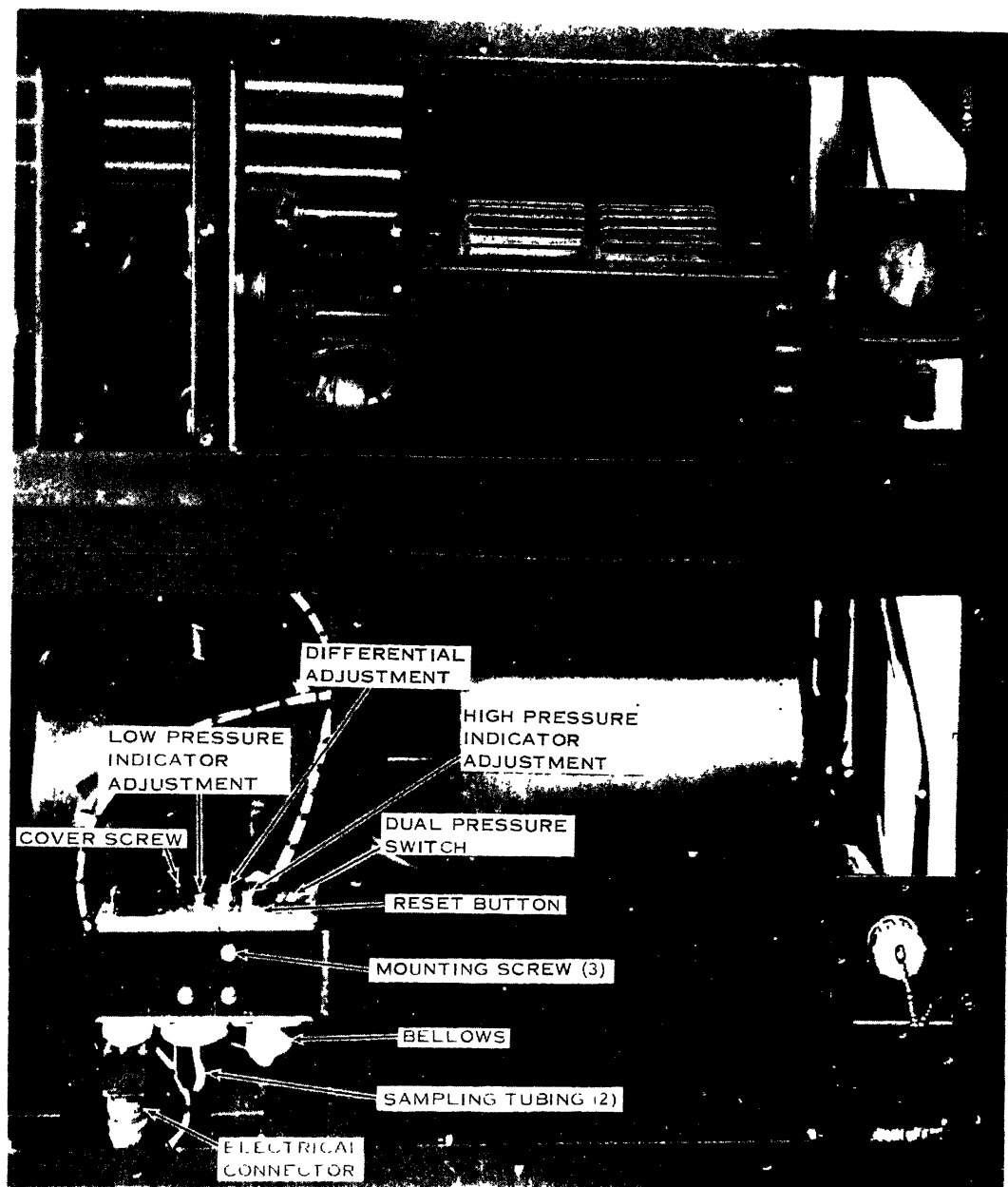
- STEP 4. REMOVE 4 SCREWS WHICH SECURE TOP AND BOTTOM BRACKETS TO MIDDLE SUPPORT.
 STEP 5. REMOVE FILTERS (FIG. 12) AND REMOVE 6 SCREWS WHICH SECURE COIL AT ENDS.

CLEAN ACCUMULATED DUST AND DIRT FROM COIL WITH COMPRESSED AIR.

INSPECT COILS, FINS, AND ALL HARDWARE FOR DEFECTS OR DAMAGE. REPLACE DAMAGED OR DEFECTIVE PARTS.

INSTALL COIL IN REVERSE ORDER OF REMOVAL.

Figure 35. Evaporator Coil, Removal And Installation.

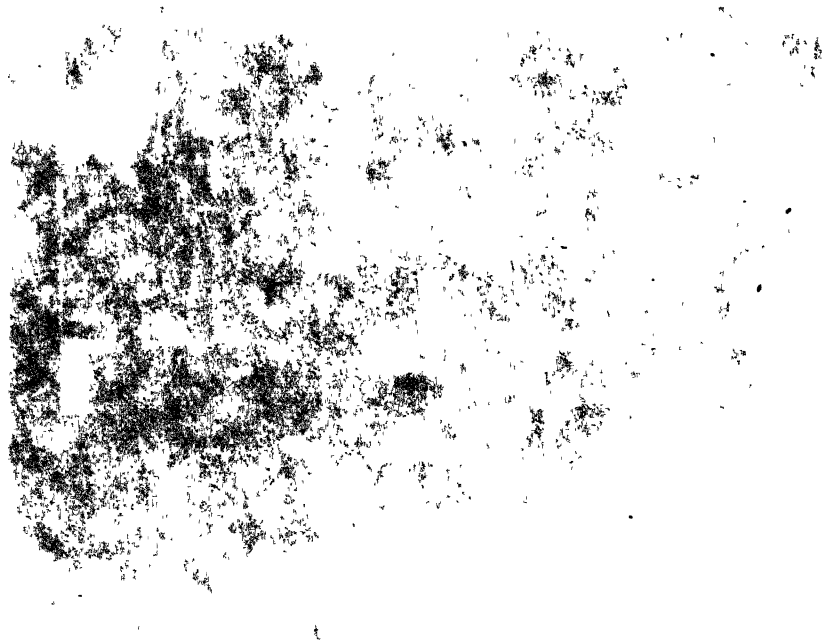


- STEP 1. DISCONNECT POWER FROM UNIT
- STEP 2. REMOVE FRONT PANEL (FIG. 13)
- STEP 3. REMOVE MOUNTING SCREWS
- STEP 4. DISCONNECT ELECTRICAL CONNECTOR
- STEP 5. DISCONNECT SAMPLING TUBING BY REMOVING SCREWS WHICH SECURE BELLOWS TO SWITCH.
- STEP 6. REMOVE COVER.

INSTALL PRESSURE SWITCH IN REVERSE ORDER OF REMOVAL STEPS.

ADJUST SWITCH BY SETTING LOW PRESSURE INDICATOR AT 25 PSI, DIFFERENTIAL AT 25 PSI, AND HIGH PRESSURE INDICATOR AT 440 PSI.

Figure 36. Dual Pressure Switch, Adjustment, Removal And Replacement.



CHAPTER 6

REPAIR INSTRUCTIONS

Section I. REFRIGERANT SYSTEM

General

Refer to refrigerant flow diagram, figure . Liquid refrigerant which has been admitted to the evaporator absorbs heat from the space being conditioned. This cooled air is blown out into the area being conditioned. Upon absorbing heat, the refrigerant in the evaporator boils to a gas which is drawn to the compressor. The compressor raises the pressure and temperature of the gas and discharges to the condenser where the gas condenses to liquid. Heat from the gas is absorbed by the condenser coil surfaces and carried away by air that is drawn over and around the condenser coil. The liquid refrigerant is accumulated in a receiver and is released to the evaporator by the solenoid valve when the valve is actuated by the thermostat. A thermal expansion valve senses the heat of the refrigerant leaving the evaporator, and controls the flow of liquid refrigerant to the evaporator to prevent flooding. The hot gas bypass creates a refrigerant circuit bypass which permits a continual operation of the compressor.

Testing for Refrigerant Leaks

a. Using Leak Detector. Proceed as follows:

- (1) Make sure that the testing unit is working correctly.
- (2) Hold the exploring hose close to the joint being tested, to prevent dilution of the sample by stray air currents.
- (3) Move the exploring tube slowly around each joint. Allow time for detector to react to very small leaks.

- (4) Follow a definite order in leak testing so that no joints will be missed. Use soap suds as necessary to find the exact point at which a leak is.

b. Using Soap Suds. A soap suds test is preferred in an area which is contaminated with refrigerant. Such a test will also permit a more exacting location of small leaks. To prepare suds for testing, use a soap and water solution which can be worked into a lather. Glycerine added to the solution will cause the lather to remain wet longer. When applying soap suds, paint the lather on the joint all the way around, and then examine the joint thoroughly for bubbles. Use a mirror to observe any part of the joint not directly visible. It will sometimes take a full minute or more for bubbles to appear at a small leak. Questionable spots should be covered with lather and examined again.

94. Discharging the Refrigerant System

a. General. Prior to opening the refrigerant system for maintenance, the system must be discharged. The refrigerant may be discharged into a suitable service cylinder for reuse or discharged to the atmosphere.

Warning: Refrigerant-22 is contained in the refrigerant system under high pressure. Extreme care must be exercised to prevent refrigerant from coming in contact with exposed skin and eyes. Provide adequate ventilation when discharging the system in a confined area.

b. Discharging Into Service Cylinder.

- (1) Remove the access panel from the left side of the unit as shown by figure 13.
- (2) Remove caps from discharge and suction service valves (fig. 30) and connect a charging line from each valve to the service panel arrangement shown in figure 37, after first expelling any trapped air in the line with refrigerant gas. When making connections, all panel valves should be shut off.
- (3) Open the discharge service valve slowly. Open valve A of the service panel (fig. 37).
- (4) Adjust the pointer of the dual pressure switch to the 20 inches of vacuum setting by turning and adjusting screw as required (fig. 36).
- (5) Operate the air conditioning unit intermittently until a constant suction pressure of 3 psig is indicated on the panel suction gauge.
- (6) Close the service valves and panel valves.

c. Discharging the Refrigerant to Atmosphere.

- (1) Remove the access panel from the condenser section as shown by figure 13.
- (2) Connect a charging line to the discharge service valve with the free end of the line in a suitable open container to receive any oil that may be present in the system.
- (3) Open the suction and discharge service valves and allow the refrigerant to discharge slowly from the system.
- (4) Close the suction and discharge service valves and install the two caps on the two valves.

95. System Evacuation

To minimize the time needed for evacuation and for obtaining a completely dry system, use the double evacuation procedure which follows. (See figure 37 which shows connections and procedure.)

a. With a vacuum pump, reduce the system to an absolute pressure of approximately

10,000 microns, 10 millimeters. The stop evacuation and break vacuum with oil-pumped dry nitrogen. This will cause any condensed vapor to flash back into its original state of vapor in which it can be removed by the pump. The dry nitrogen serves as a carrier for the water vapor.

b. The above procedure should be repeated several times to assure a completely dry system.

96. Replacing Tubing, Fittings or Refrigerant Components

a. General. A careful analysis of any trouble should first be made to determine if replacement is necessary. The cause of failure must be determined before replacement is made.

b. Unbrazing Joints.

- (1) Release system charge to the atmosphere or refrigerant cylinder through the system charging valve, figure 30.
- (2) Connect a cylinder of oil pumped dry nitrogen to the system charging valve, figures 30 and 37, and, using a nitrogen regulating valve, charge the system with just enough nitrogen to insure a constant flow of nitrogen at all times when the system is open and while brazing or unbrazing joints. One to two psig is sufficient.

c. Cutting Copper Tubing.

- (1) Use a sharp wheel cutter, or hacksaw of 32 teeth per inch. Avoid any burrs or malforming of the tube at the cut.
- (2) Cut tubing square and remove all burrs from inside and outside with a sharp fine file. Hold tubing so filings will drop away from tube opening.

Caution: Care must be taken to prevent filings or cuttings from entering the tube. Particles which enter the tube must be cleaned out before completing connections. Failure to do this may result in damage to the system through oil gumming and sludging, chemical reaction, or direct scoring of the cylinder walls and pistons.

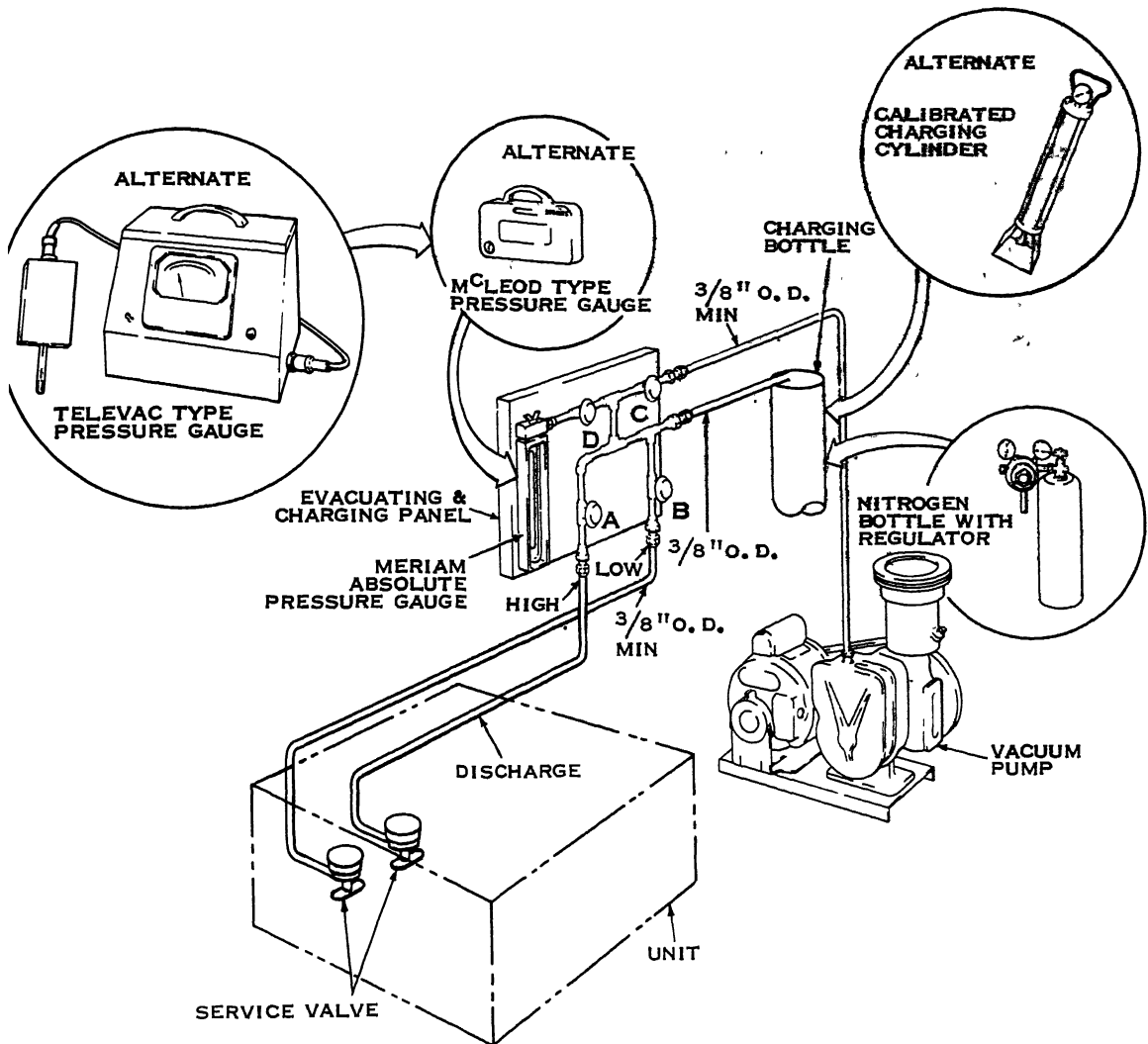


Figure 37. Refrigerant System Discharging, Evacuating And Charging Arrangement.

d. Making Brazed Joints.

- (1) Cut tubing according to paragraph a, above.
- (2) If not perfectly round, size the end of the tube with a sizing tool.
- (3) Clean the ends of the tubing with crocus cloth or wire brush. Do not under any circumstances use sandpaper, emery cloth or steel wool for this purpose.
- (4) Slip tubing into fitting until it seats properly.
- (5) Blow all traces of refrigerant from that part of the system which is to be brazed before applying heat. Oil pumped nitrogen gas should be bled through the tubing or pipe being brazed to maintain neutral atmosphere within the tube. This should be continued after brazing until the temperature of the tube has been reduced below the temperature of oxidation.

Caution: Failure to maintain a neutral atmosphere within tubing during brazing can cause copper oxidation, producing harmful chemical reactions in the compressor lubricating oil, and a deterioration of the refrigerant resulting in harmful acids and general contamination of the system.

- (6) Apply heat with an acetylene gas torch, using a neutral to reducing flame (a greenish) feather extending from the tip of the inner cone indicates a slightly reducing flame.) Heat the fitting and tubing evenly over the full circumference of the joint, keeping the torch flame in motion to assure even distribution of heat. Test the temperature by touching the edge of the joint with brazing alloy. Do not apply the flame to the alloy. When the alloy starts to melt and run, the heat is right for brazing.

Caution: Use a piece of asbestos sheeting to protect other portions of the system from flame damage during brazing.

- (7) Feed brazing alloy cautiously. Alloy will flow freely at right temperature but will burn when too hot. When joint is full, brazing material will appear in a complete ring around the edge of the fitting.
- (8) Be sure that some part of the system is left open to atmosphere during brazing. Otherwise pressure may build in the system and blow brazing material from the joint.

- (9) Wipe excess material from joint with rag or brush while joint is still hot. Inspect joint to make sure it has properly filled.

97. Charging the System

The system must be charged with the correct amount of Refrigerant-22. The correct amount is 16 lbs. Make charging connection as shown by figure 37. Charge by the following procedure.

a. Connect a bottle of Refrigerant-22 to the charging panel (figure 37) and open valves A and B. Valves C and D should remain closed.

b. Open the valve on the refrigerant bottle to allow gas to enter the system until the pressure is equalized with that in the cylinder.

Caution: The compressor must not be operated before step c has been completed.

c. Close valve A.

d. Operate the compressor and, slowly charge into the system. After sufficient refrigerant has been added, the refrigerant will start building up in the receiver. At this point the discharge pressure will continue a steady rise. When this condition exists, the unit is fully charged.

Note. If the unit is overcharged, the refrigerant will fill up the receiver space and back up into the condenser space. If this happens, a sudden and excessive increase in discharge pressure will be noted. If this happens, bleed the entire charge, and recharge (paragraphs 95 and 97).

Section II. COMPRESSOR

98. General

The hermetic compressor is hermetically sealed, and if found to be defective, it must be removed from the refrigerant circuit and a new compressor installed. The new compressor will have been charged with oil and nitrogen gas as a holding charge.

99. Compressor

a. *Replacement.* Remove the compressor as shown by figure 28.

b. Installation.

- (1) Using a wire brush or crocus cloth, clean the system suction and discharge connections.
- (2) Crack the flare nut on the charging valve of the new compressor to release the nitrogen-holding charge pressure, then retighten the flare nut.
- (3) Remove any charging fittings or caps from the compressor and prepare the

tubing for brazing according to paragraph 96.

- (4) Insert the system suction line into the compressor suction connection and secure compressor as shown by figure 28.
- (5) Slide the system discharge line over

the discharge connection of the compressor.

- (6) Flow nitrogen through the system and compressor during the brazing operation as described in paragraph 96.
- (7) Evacuate and charge the system according to paragraphs 95 and 97.

Section III. EVAPORATOR FAN MOTOR

D. General

The evaporator fan motor is a 1/3 horsepower motor located in the upper or evaporator portion of the air conditioning unit, and drives the impellers of the evaporator fan assembly to circulate air over the evaporator coils and discharge it through the openings in front of the unit.

1. Evaporator Fan Motor

a. Testing and Removal. Test and remove evaporator fan motor as shown by figure

b. Disassembly.

- (1) Remove nuts and through-bolts which secure end shields to stator frame. Remove right end plate from the stator frame.

Note. Mark the end plates and stator frame prior to disassembly to facilitate matching of mating parts during reassembly.

- (2) Remove rotor assembly with left end shield attached.
- (3) Remove left end plate.

- (4) Remove the washers, bearings and slingers from the shaft of the rotor assembly.

- (5) Tag and disconnect the leads of the stator assembly from the motor thermal protector and connector and replace these items if necessary.
- (6) Replace stator assembly as necessary.

c. Cleaning, Inspection, and Repair.

- (1) Clean all metal parts with an approved cleaning solvent and dry thoroughly with compressed air and a clean cloth.
- (2) Rotate bearings and inspect for any wear.
- (3) Inspect the rotor assembly for a bent shaft. Replace a defective rotor.
- (4) Inspect all other parts for defects or damage. Replace all unservicable parts.

d. Testing. Test the stator assembly for short circuits as instructed in TM 5-764.

e. Reassembly. Reassemble motor in reverse order of disassembly.

f. Installation. Install motor as shown by figure 16.

Section IV. CONDENSER FAN MOTOR

2. General

The condenser fan motor is a 1.5 horsepower motor located in the lower or condenser portion of the air conditioning unit, and drives the impellers of the condenser fan assembly to circulate air over the condenser coils and discharge it through the openings in the bottom of the unit.

103. Condenser Fan Motor

a. On-Equipment Test.

- (1) Disconnect the leads from the condenser fan motor as described in figure 17.
- (2) Test the condenser fan motor for continuity and insulation resistance as instructed in TM 5-764.

b. *Removal.* Remove the condenser fan motor as shown by figure 17.

c. *Disassembly.*

- (1) Remove nuts and through-bolts which secure end shields to stator frame. Remove right end plate from the stator frame.

Note. Mark the end plates and stator frame prior to disassembly to facilitate matching of mating parts during reassembly.

- (2) Remove rotor assembly with left end plate attached.
- (3) Remove the left end plate.
- (4) Remove the washers, bearings and slingers from the shaft of the rotor assembly.
- (5) Tag and disconnect the leads of the stator assembly from the motor con-

nector and thermal protector and replace these items if necessary.

- (6) Replace stator assembly if necessary.

d. *Cleaning, Inspection and Repair.*

- (1) Clean all metal parts with an approved cleaning solvent and dry thoroughly with compressed air and a clean cloth.
- (2) Rotate bearings and inspect for any wear.
- (3) Inspect the rotor assembly for a bent shaft. Replace a defective rotor.
- (4) Inspect all other parts for defects or damage. Replace all unservicable parts.

e. *Testing.* Test the stator assembly for short circuits as instructed in TM 5-764.

f. *Reassembly.* Reassemble motor in reverse order of disassembly.

g. *Installation.* Install motor as shown by figure 17.

APPENDIX I

REFERENCES

Fire Protection

- | | |
|------------------|---|
| TB 5-4200-200-10 | Hand portable fire extinguishers for Army use |
| TM 5-687 | Repair and utilities: fire protection equipment and appliances; inspections, operations, and preventive maintenance |

Lubrication

- | | |
|----------|---|
| C-9100IL | Petroleum, petroleum-base products and related material |
|----------|---|

Operating Instructions

- | | |
|------------------|---|
| TM 5-4120-259-15 | Operator, organizational, direct and general support and depot maintenance manual |
|------------------|---|

Painting

- | | |
|----------|-------------------------------------|
| TM 9-213 | Painting instructions for field use |
|----------|-------------------------------------|

Preventive Maintenance

- | | |
|-----------|-------------------------------------|
| TM 5-764 | Electric motor and generator repair |
| TM 38-750 | Army equipment record procedures |

Radio Interference Suppression

- | | |
|-----------|--------------------------------|
| TM 11-483 | Radio interference suppression |
|-----------|--------------------------------|

Shipment and Limited Storage

- | | |
|-------------|---|
| TB 740-93-3 | Administrative storage of USAMEC mechanical equipment |
| TM 38-230 | Preservation, packaging, and packing of military supplies and equipment |

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APPENDIX II

MAINTENANCE ALLOCATION CHART

Section I. INTRODUCTION

General

- a. Section I provides a general explanation all maintenance and repair functions authorized at various maintenance levels.
- b. Section II designates overall responsibility for the performance of maintenance operations on the identified end item or component. The implementation of the maintenance tasks upon the end item or component will be consistent with the assigned maintenance operations.
- c. Section III lists the special tools and test equipment required for each maintenance operation as referenced from Section II.
- d. Section IV contains supplemental instructions, explanatory notes and/or illustrations required for a particular maintenance action.

Explanation of Columns in Section II.

- a. *Functional Group Number.* The functional group is a numerical group set up on functional basis. The applicable functional grouping indexes (obtained from TB 750-93-Functional Grouping Codes) are listed on the Maintenance Assignment in the appropriate numerical sequence. These indexes are normally set up in accordance with their function and proximity to each other.
- b. *Component Assembly Nomenclature.* This column contains a brief description of the components of each functional group.
- c. *Maintenance Operations and Maintenance Levels.* This column lists the various maintenance operations ("A" through "J") and indicates the lowest maintenance level authorized to perform these operations. The

symbol designations for the various maintenance levels are as follows:

- O/C—Operator or crew
- O —Organization maintenance
- F —Direct support maintenance
- H —General support maintenance
- D —Depot maintenance

The Maintenance Operations are defined as follows:

- A—SERVICE: Operations required periodically to keep the item in proper operating condition, i.e., to clean, preserve, drain, paint, and replenish fuel, lubricants, hydraulic, and deicing fluids, or compressed air supplies.
- B—ADJUST: Regulate periodically to prevent malfunction. Adjustments will be made commensurate with adjustment procedures and associated equipment specifications.
- C—ALINE: Adjust two or more components of an electrical or mechanical system so that their functions are properly synchronized or adjusted.
- D—CALIBRATE: Determine, check, or rectify the graduation of an instrument, weapon, or weapons system or components of a weapons system.
- E—INSPECT: Verify serviceability and detect incipient electrical or mechanical failure by close visual examination.
- F—TEST: Verify serviceability and detect incipient electrical or mechanical failure by measuring the mechanical or electrical characteristics of the item and comparing those characteristics with authorized standards. Tests will be

made commensurate with test procedures and with calibrated tools and/or test equipment referenced in the Maintenance Assignment.

G—REPLACE: Substitute serviceable components, assemblies and subassemblies for unserviceable counterparts or remove and install the same item when required for the performance of other maintenance operations.

H—REPAIR: Restore to a serviceable condition by replacing unserviceable parts or by any other action required using available tools, equipment and skills—to include welding, grinding, riveting, straightening, adjusting and facing.

I—OVERHAUL: Restore an item to a completely serviceable condition (as prescribed by serviceability standards developed and published by the commodity commands) by employing techniques of "Inspect and Repair Only as Necessary" (IROAN). Maximum use of diagnostic and test equipment is combined with minimum disassembly during overhaul. "Overhaul" may be assigned to any level of maintenance except organizational, provided the time, tools, equipment, repair parts authorization, and technical skills are

available at that level. Normally, overhaul as applied to end items, is limited to depot maintenance level.

J—REBUILD: Restore to a condition comparable to new by disassembling to determine the condition of each component part and reassembling using serviceable, rebuilt, or new assemblies subassemblies, and parts.

d. **Reference Note.** This column, subdivided into columns "K" and "L", is provided for referencing

REMARKS (sec. IV) that may be associated with maintenance operations (sec. II).

3. Explanation of Columns in Section III

This paragraph is not applicable.

4. Explanation of Columns in Section IV

a. *Reference Code.* This column consists of two letters separated by a dash, both of which are references to Section II. The first letter references column L and the second letter references a maintenance operation, Column "A" through "J".

b. Remarks. This column lists information pertinent to the Maintenance Operation being performed, as indicated on the Maintenance Assignment Section II.

SECTION II

MAINTENANCE ASSIGNMENT

Functional group number	For: Model MA3-F23A	Essentiality	Maintenance operations						Maintenance levels				Note ref.	
			A	B	C	D	E	F	G	H	I	J	K	L
	Component assembly nomenclature		Service	Adjust	Align	Calibrate	Inspect	Test	Replace	Repair	Overhaul	Rebuild	T & TE Eqmt	Remarks
40 4000	ELECTRIC MOTORS MOTOR ASSEMBLY Motor, Electric, 1-1/2 HP, Condenser Motor, Electric, 1/3 HP, Evaporator	--	--	--	--	--	O	O	F	H				
52 5200	AIR CONDITIONING COMPONENTS GAS COMPRESSOR ASSEMBLY Motor Compressor Assembly	--	F	--	--	--	O	F	--	--	--	--	A	

Group number	For: Model MA3-F23A	Essentiality	Maintenance operations										Maintenance levels		Note ref.	
			A	B	C	D	E	F	G	H	I	J	K	L		
	Component assembly nomenclature		Service	Adjust	Align	Calibrate	Inspect	Test	Replace	Repair	Overhaul	Rebuild	T & TE Rqmt	Remarks		
5217	REFRIGERANT PIPING															
	Valve, Expansion	--	--	F	--	--	--	--	F	--						
	Valve, Solenoid	--	--	--	--	--	--	O	F	O	--	--	--	--	B	
5243	BLOWER ASSEMBLY															
	Blower Assembly, Evaporator	--	--	--	--	--	--	--	O	O	--	--	--	--	C	
	Blower Assembly, Condenser	--	--	--	--	--	--	--	O	O	--	--	--	--	D	

SECTION III (NOT APPLICABLE)

Section IV. REMARKS

Reference code	Remarks
A-A	Includes servicing compressor with oil and charging unit with refrigerant.
B-H	Repair by replacing coil.
C-H	Repair by replacing components.
D-H	Repair by replacing components.
	Note: Reference Code A-A
	This function may be accomplished at Organizational Maintenance if using units include the personnel with MOS 51L20 or 62C30, and the Refrigeration Tool Kit, FSN 5180-596-1474, is available.



APPENDIX III

BASIC ISSUE ITEMS LIST AND MAINTENANCE AND OPERATING SUPPLIES

Section I. INTRODUCTION

General

Section II lists the accessories, tools, and publications required for maintenance and operation by the operator, initially issued with, or authorized for the air conditioner.

Explanation of Columns in Section II

a. *Source Codes.* The information provided in each column is as follows:

- (1) *Materiel.* This column is left blank. For identification of agencies assigned supply responsibility for parts, refer to appropriate Federal and Department of Army Supply Catalogs.
- (2) *Source.* The selection status and source of supply for each part are indicated by one of the following code symbols:
 - (a) P—applied to high-mortality repair parts which are stocked in or supplied from the army supply system, and authorized for use at indicated maintenance categories.
 - (b) P1—applied to repair parts which are low-mortality parts, stocked in or supplied from the army supply system and authorized for installation at indicated maintenance categories.
 - (c) M—applied to repair parts which are not procured or stocked but are to be manufactured at indicated maintenance categories.
 - (d) X2—applied to repair parts which are not stocked. The indicated maintenance category requiring

such repair parts will attempt to obtain them through cannibalization; if not obtainable through cannibalization, such repair parts will be requisitioned with supporting justification through normal supply channels.

- (3) *Maintenance.* The lowest maintenance level authorized to use, stock, install, or manufacture the part is indicated by the following code symbol:

O—Organizational Maintenance.

- (4) *Recoverability.* Repair parts and/or tool and equipment items that are recoverable are indicated by one of the following code symbols:
 - (a) R—applied to repair parts and assemblies which are economically repairable at direct and general support maintenance activities and normally are furnished by supply on an exchange basis.
 - (b) T—applied to high-dollar value recoverable repair parts which are subject to special handling and are issued on an exchange basis. Such repair parts normally are repaired or overhauled at depot maintenance facilities.
 - (c) U—applied to repair parts specifically selected for salvage by reclamation units because of precious metal content, critical materials, high-dollar value reusable casings, castings, and the like.

Note. When no code is shown in the recoverability column the part is considered expendable.

b. Federal Stock Number. When a Federal stock number is available for a part, it will be shown in this column, and will be used for requisitioning purposes.

c. Description.

(1) The item name and a brief description of the part are shown.

(2) A five-digit Federal supply code for manufacturers and/or other supply services is shown in parentheses followed by the manufacturer's part number. This number shall be used for requisitioning purposes when no Federal stock number is indicated in the Federal stock number column.

Example: (08645) 86543

d. Unit of Issue. If no abbreviation is shown in this column, the unit of issue is "each".

e. Quantity Authorized. This column lists the quantities of repair parts, accessories, tools, or publications authorized for issue to the equipment operator or crew as required.

f. Quantity Issued with Equipment. This column lists the quantities of repair parts, accessories, tools, or publications that are initially issued with each item of equipment. Those indicated by an asterisk are to be requisitioned through normal supply channels as required.

g. Illustrations. This column is subdivided into two columns which provide the following information:

- (1) *Figure number.* Provides the identifying number of the illustration.
- (2) *Item number.* Provides the referenced number for the parts shown in the illustration.

Section II. BASIC ISSUE ITEMS LIST

Source codes				Federal stock number	Description	Unit of issue	Quantity authorized	Quantity issued with equipment	Illustration	
Material	Source	Maintenance	Recoverability						Fig	Item
					GROUP 32—BASIC ISSUE ITEMS, TROOP INSTALLED					
					3200 BASIC ISSUE ITEMS, TROOP INSTALLED OR AUTHORIZED.					
	P	O		7520-559-9618	CASE			1		
	P	O		4120-259-15	MANUAL			1		
	P	C		4130-983-5888	FILTER			2		
	X2	O		MS3108R-22-22S	CONNECTOR (96906)			1	12	

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By Order of the Secretary of the Army:

Official:

KENNETH G. WICKHAM,
Major General, United States Army,
The Adjutant General.

HAROLD K. JOHNSON,
General, United States Army,
Chief of Staff.

Distribution:

Active Army:

USASA (2)
ACSI (1)
DCSLOG (1)
CNGB (1)
TSG (1)
CofEngrs (3)
CC-E (1)
Dir of Trans (1)
CofSptS (1)
USAMB (1)
USAARTYBD (2)
USA Armor Bd (2)
USAIB (2)
USARADB (2)
USAAESWBD (2)
USAAVNTBD (2)
USCONARC (3)
OS Maj Comd (5) except
USARJ (1)
USASETAF (2)
USAMC (1)
MDW (1)
Armies (2)
Corps (2)
Div (2)
Engr Bde (1)
Svc Colleges (2)
Br Svc Sch (2)
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USMA (2)
GENDEP (10)
Engr Dep (10)
Army Dep (2) except
TOAD (3)
MOTBA (2)
MOTBY (2)

MOTKI (2)
MOTSU (2)
EAMTMTS (1)
CAMTMTS (1)
WAMTMTS (1)
Div Engr (2)
Engr Dist (2)
USAERDL (3)
USAMECOM (46)
Engr Cen (5)
USAREUR Engr Proc Cen (2)
USAREUR Engr Sup Con Agcy (10)
Engr FLDMS (2)
Fort Knox FLDMS (10)
Fld Comd, DASA (8)
AMS (3)
USACOMZEUR (2)
USAC (1)
MAAG (1)
JBUSMC (1)
USARMA (1)
USARMIS (1)
Units org under fol TOE:
2-35 (2)
2-37 (2)
4-45 (2)
4-47 (2)
4-48 (2)
5-45 (2)
5-47 (2)
5-48 (2)
5-237 (5)
5-262 (5)
5-267 (1)
5-278 (5)
5-279 (2)

NG: None

USAR: Same as active Army except allowance is one (1) copy for each unit.

For explanation of abbreviations used, see AR 320-50.

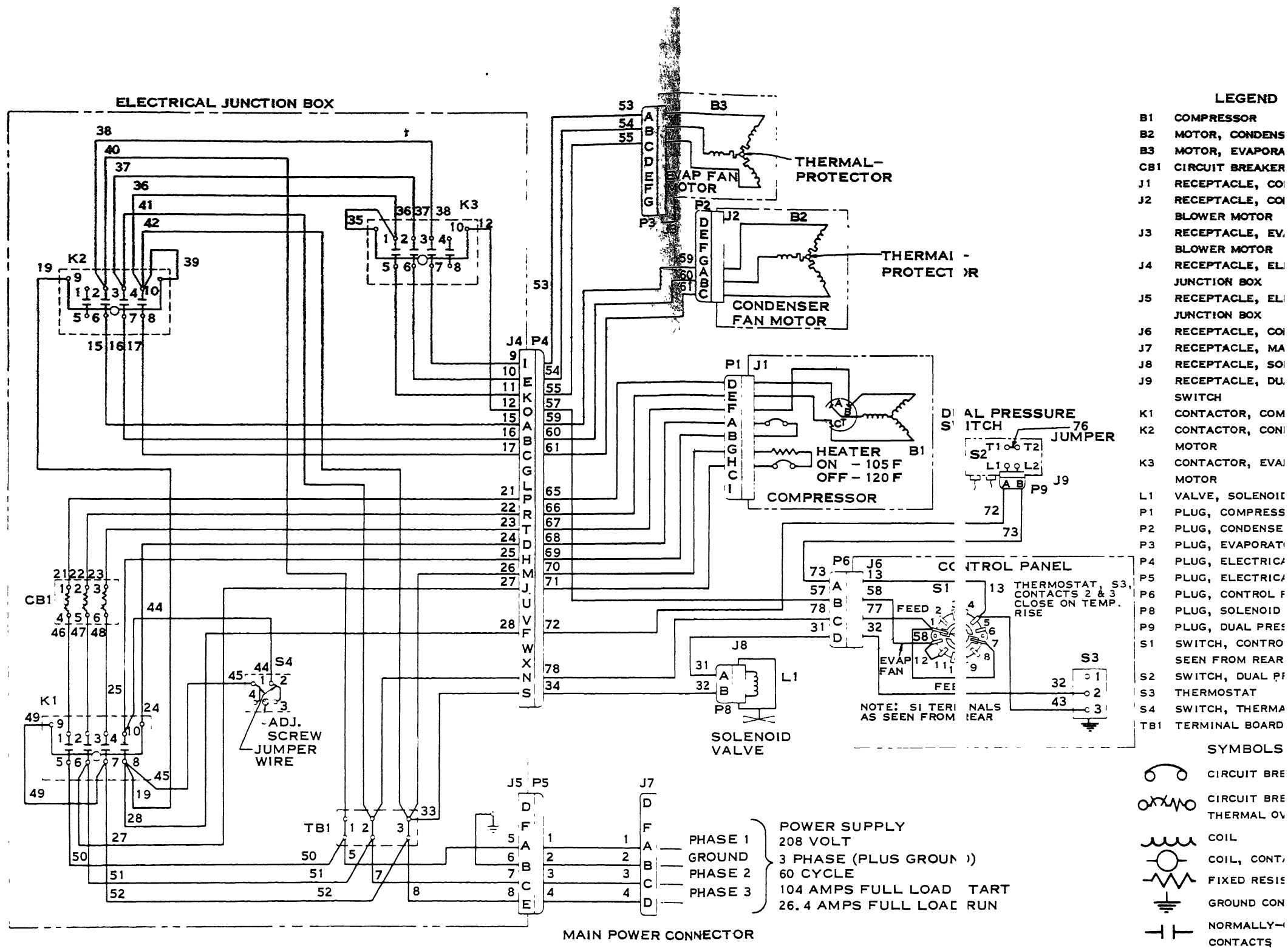
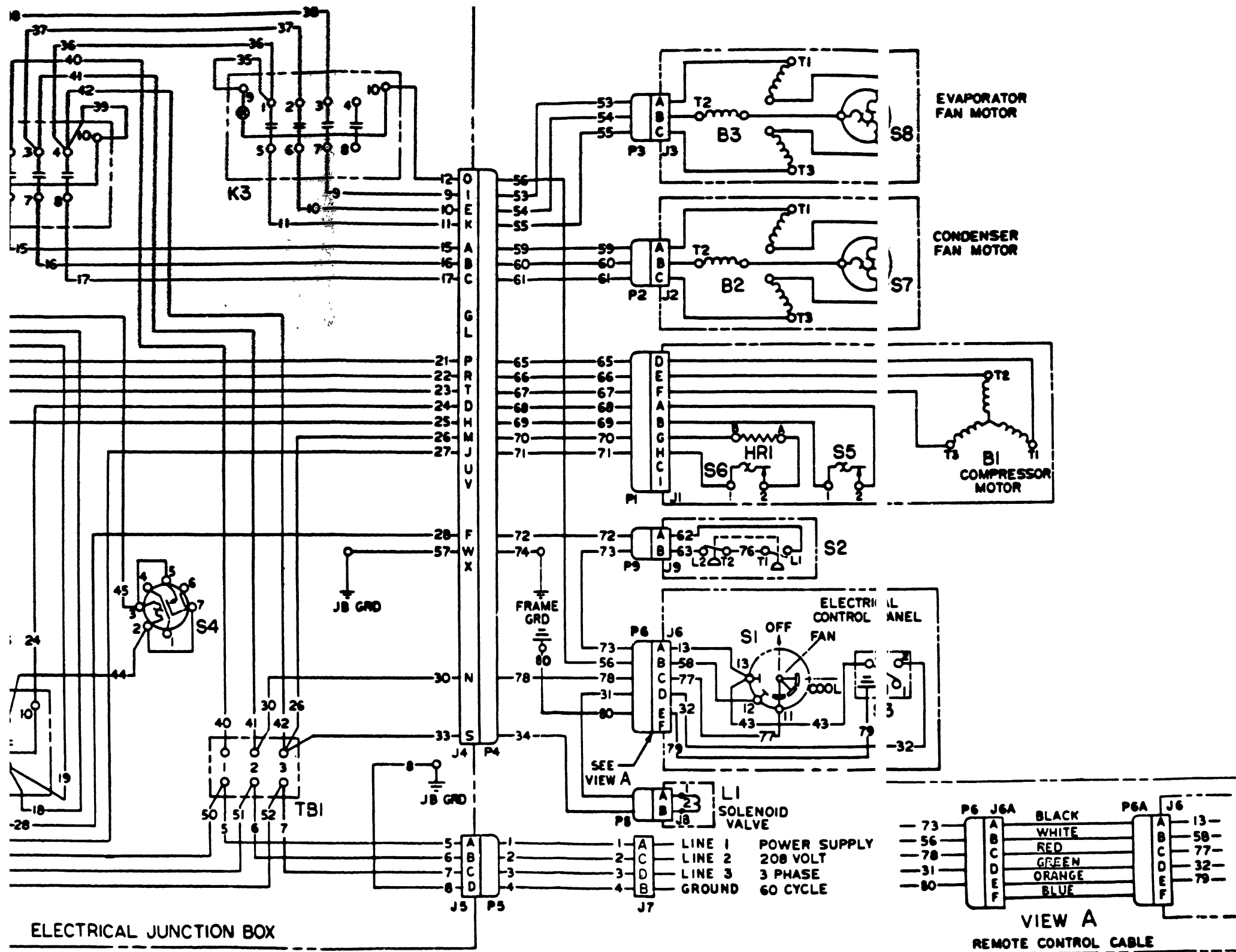


Figure 5. Wiring diagram.



SYMBOL	
P1	CONNECTOR
J1	CONNECTOR
P2	CONNECTOR
J2	CONNECTOR
P3	CONNECTOR
J3	CONNECTOR
P4	CONNECTOR
J4	CONNECTOR
P5	CONNECTOR
J5	CONNECTOR
P6	CONNECTOR
J6	CONNECTOR
P6A	CONNECTOR
J6A	CONNECTOR
J7	CONNECTOR
P8	CONNECTOR
J8	CONNECTOR
P9	CONNECTOR
J9	CONNECTOR
B1	MOTOR, COMPRESSOR
B2	MOTOR, CONDENSER FAN
B3	MOTOR, EVAPORATOR FAN
CB1	CIRCUIT BREAKER
HR1	CRANKCASE HEATER
K1	RELAY, CRANKCASE HEATER
K2	RELAY, CRANKCASE HEATER
K3	RELAY, CRANKCASE HEATER
L1	VALVE, SOLENOID
S1	SWITCH, FAN
S2	SWITCH, FAN
S3	SWITCH, FAN
S4	RELAY, FAN
S5	THERMOSTAT, CRANKCASE HEATER
S6	THERMOSTAT, CRANKCASE HEATER
S7	OVERLOAD, CONDENSER FAN
S8	OVERLOAD, EVAPORATOR FAN
TB1	TERMINAL BLOCK

Figure 5.1 Wiring diagram (Therm-Air Model CB-36-08-60).

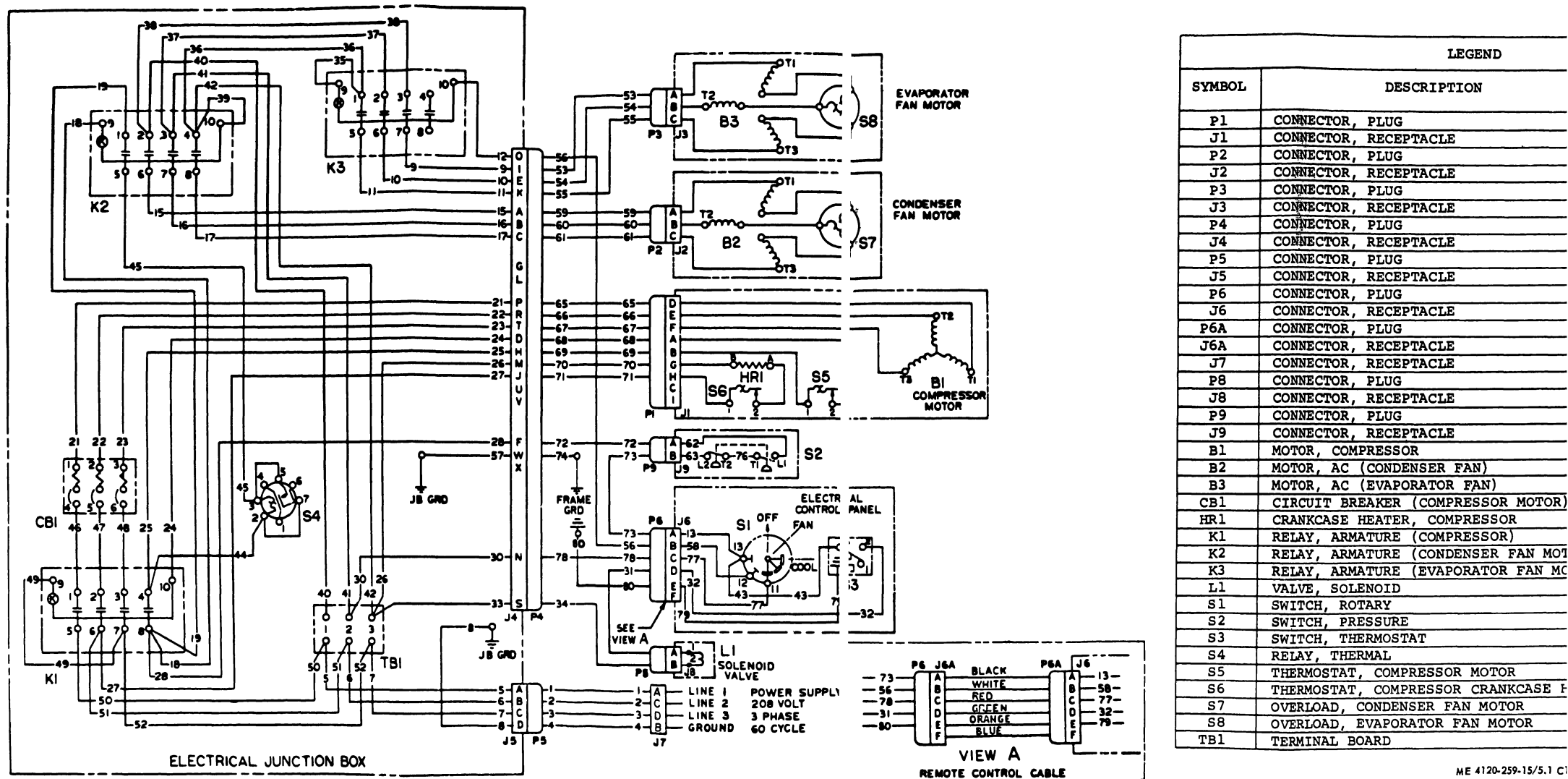
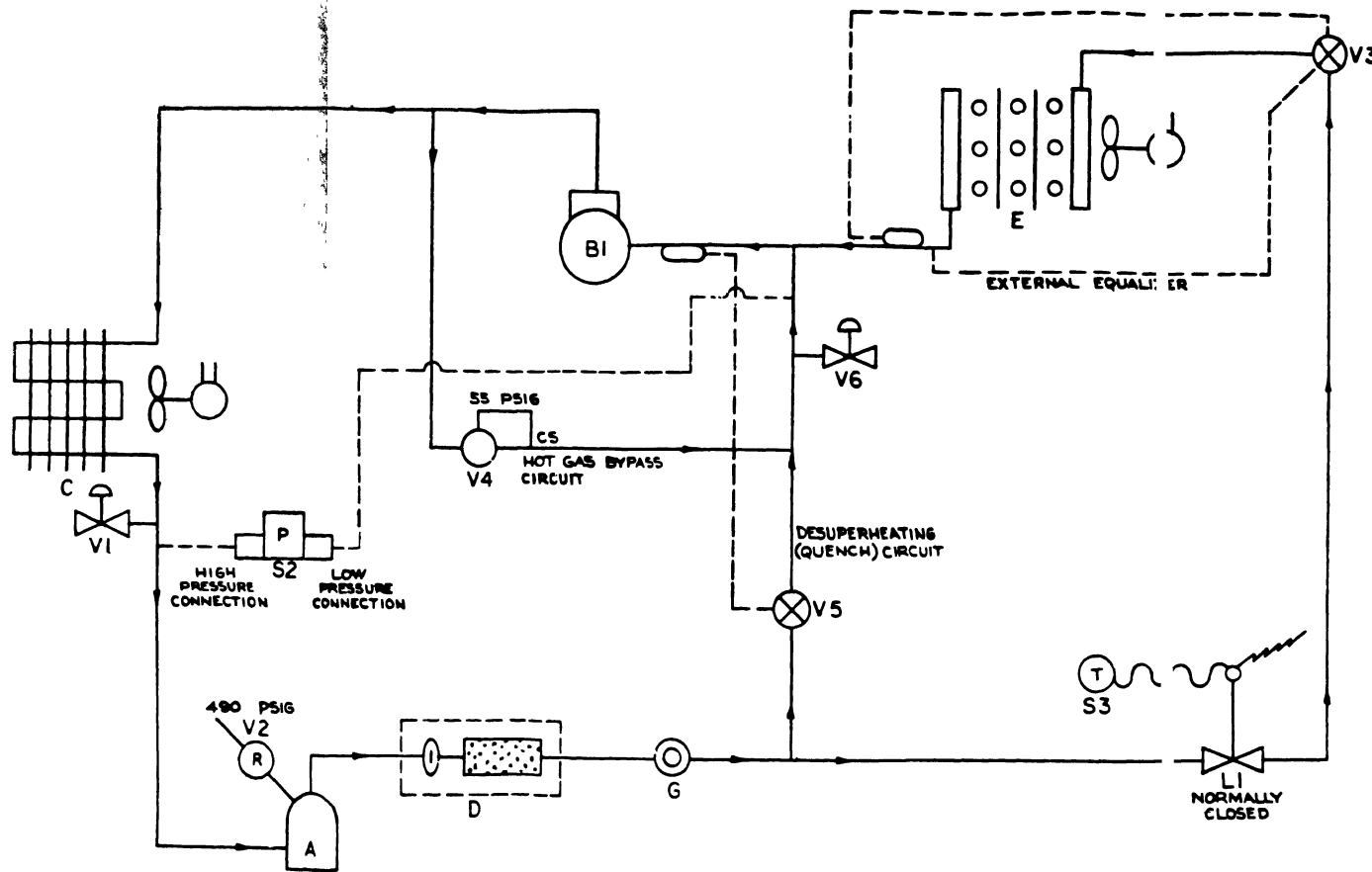


Figure 5.1 Wiring diagram (Therm-Air Model CB-36-08 60).



NOTE:

1. PRESSURE SWITCH SETTING
 LOW PRESSURE INDICATOR - 25 PSI
 DIFFERENTIAL PRESSURE - 20 PSI
 HIGH PRESSURE INDICATOR (MAX) - 465 PSI
 HIGH PRESSURE INDICATOR (MIN) - 450 PSI
2. REFRIGERANT 22 PER BB-C-310
 APPROX. 150°F CONDENSING TEMPERATURE
 50°F SUCTION TEMPERATURE
3. MOTOR COMPRESSOR RECIPROCATING, HERMETICALLY SEALED, OIL CHARGED

LEGEND	
SYMBOL	DESCRIPTION
A	RECEIVER, LIQUID, REFRIGERANT
B1	COMPRESSOR
C	COIL, CONDENSER
D	DEHYDRATOR, DESICCANT, REFRIGERANT
E	COIL, EVAPORATOR
G	INDICATOR, SIGHT, LIQUID
L1	VALVE, SOLENOID
S2	PRESSURE SWITCH ASS'Y
S3	THERMOSTAT
V1	VALVE, DIAPHRAGM (HIGH SIDE)
V2	VALVE, SAFETY RELIEF
V3	VALVE, EXPANSION
V4	VALVE, REGULATING, FLUID PRESSURE
V5	VALVE, EXPANSION
V6	VALVE, DIAPHRAGM (LOW SIDE)